



Aviation Investigation Final Report

Location:	Lewiston, Idaho	Accident Number:	GAA18CA028
Date & Time:	October 26, 2017, 12:30 Local	Registration:	N927D
Aircraft:	Stinson 108	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot in the tailwheel-equipped airplane, this was his first solo flight in the airplane. During the landing roll, the airplane decelerated and veered to the left. The pilot reported that he overcorrected, and the airplane veered to the right. The airplane exited the runway, and the left wing struck the ground during the right ground loop.

The airplane sustained substantial damage to the left-wing spar and aileron.

The METAR at the accident airport reported that, about the time of the accident, the wind was calm, and the sky was clear.

The pilot noted in the National Transportation Safety Board's Pilot Aviation Accident Report Operator/Owner Safety Recommendation section that this type of accident could have been prevented if he had "flown with a properly rated pilot (tailwheel endorsed) and practiced landings before flying...solo."

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during the landing roll. Contributing to the accident was the pilot's failure to obtain appropriate training in the airplane before flying solo.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Training with equipment - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 31, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 28, 2017
Flight Time:	(Estimated) 763 hours (Total, all aircraft), 1 hours (Total, this make and model), 695 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N927D
Model/Series:	108 2	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-2927
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 18, 2017 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1585 Hrs as of last inspection	Engine Manufacturer:	FRANKLIN
ELT:	C91 installed, not activated	Engine Model/Series:	6A4165 SERIES
Registered Owner:	On file	Rated Power:	165 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLWS,1436 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:29 Local	Direction from Accident Site:	318°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lewiston, ID (KLWS)	Type of Flight Plan Filed:	None
Destination:	Lewiston, ID (LWS)	Type of Clearance:	VFR
Departure Time:	11:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	LEWISTON-NEZ PERCE COUNTY LWS	Runway Surface Type:	Asphalt
Airport Elevation:	1441 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.374443,-117.015274(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Douglas Belcher; FAA; Seattle, WA
Original Publish Date:	May 14, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96254

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