



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Byron, California	Accident Number:	WPR22LA085
Date & Time:	January 27, 2022, 14:45 Local	Registration:	N9433K
Aircraft:	UNIVERSAL STINSON 108-2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor of a tail wheel equipped airplane reported that, while practicing touch-and-go landings the pilot receiving instruction made a landing which resulted in a “medium bounce”. During the second flare the airplane immediately yawed left. The pilot corrected to the right and back to the left. The flight instructor tried to intervene; however, the airplane exited the side of the runway. The left wing was substantially damaged. The flight instructor 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 inadequate flare and loss of directional control during landing which resulted in a runway excursion. Contributing to the accident was the instructor’s delayed remedial action.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	74,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	March 1, 2021
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 57 hours (Total, this make and model)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	72,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 None	Last FAA Medical Exam:	November 22, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 9, 2021
Flight Time:	16300 hours (Total, all aircraft), 57 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	UNIVERSAL STINSON	Registration:	N9433K
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1082433
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 12, 2021 Annual	Certified Max Gross Wt.:	2330 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2813.2 Hrs at time of accident	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	GA4-165 SERIES B3
Registered Owner:	On file	Rated Power:	165 Horsepower
Operator:	Dale Zapara	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSCK C83,64 ft msl	Distance from Accident Site:	0.1 Nautical Miles
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	17°C
Precipitation and Obscuration:			
Departure Point:	Stockton, CA (KSCK)	Type of Flight Plan Filed:	None
Destination:	Byron, CA (C83)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BYRON C83	Runway Surface Type:	Asphalt
Airport Elevation:	78 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.4973,-121.3758

Administrative Information

Investigator In Charge (IIC):	Bledsoe, James
Additional Participating Persons:	Joshua Trimeloni; FAA FSDO; Oakland, CA
Original Publish Date:	June 14, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104564

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).