



Aviation Investigation Final Report

Location:	Titusville, Florida	Accident Number:	ERA24LA210
Date & Time:	May 6, 2024, 10:47 Local	Registration:	N2721L
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported flying the airplane around the airport traffic pattern to warm up the engine prior to an engine oil filter change. During the landing roll of his second full stop landing, the pilot described that the wind abruptly changed direction and speed and he lost directional control of the airplane. Unable to initiate corrective maneuvers in time, the airplane veered off the left side of the runway into the grass, where it subsequently struck an precision approach path indicator light resulting in substantial damage to the airplane's right wing. The pilot reported that there were no preimpact 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 while landing in variable wind conditions, which resulted in runway excursion and collision with an approach light.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Variable wind - Response/compensation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	69,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 13, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 24, 2024
Flight Time:	1037 hours (Total, all aircraft), 615 hours (Total, this make and model), 974 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N2721L
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-2721
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 5, 2023 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	19.33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3284.7 Hrs at time of accident	Engine Manufacturer:	FRANKLIN
ELT:	C91 installed, not activated	Engine Model/Series:	6A4165 B3
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:	TIX,35 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	10:47 Local	Direction from Accident Site:	164°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	30°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Titusville, FL	Type of Flight Plan Filed:	None
Destination:	Titusville, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	ARTHUR DUNN AIR PARK X21	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2961 ft / 69 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.622552,-80.83541

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Ariel Rivera; FAA/FSDO; Orlando, FL
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194220

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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](#).