



# Aviation Investigation Final Report

<b>Location:</b>	Martinsville, Virginia	<b>Accident Number:</b>	ERA24LA052
<b>Date &amp; Time:</b>	November 30, 2023, 11:30 Local	<b>Registration:</b>	N9564K
<b>Aircraft:</b>	Stinson 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The private pilot was flying with a flight instructor and was working towards his tailwheel endorsement. During a wheel landing attempt with a direct crosswind from the left, the airplane swerved, and the pilot attempted to make a correction by applying right rudder. Subsequently, the airplane ground looped before the flight instructor could take control of the airplane, and the left wing and left elevator struck the runway surface. Following the ground loop, the pilot continued the taxi to the ramp without further incident. The fuselage, left wing, and left elevator sustained substantial damage. The pilot and flight instructor 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 during a wheel landing in crosswind conditions and the flight instructor's delayed remedial action, which resulted in a ground loop on the runway.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Environmental issues</b>	Crosswind - Response/compensation

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Abnormal runway contact

### Pilot Information

Certificate:	Private	Age:	69,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 With waivers/limitations	Last FAA Medical Exam:	October 4, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 24, 2023
Flight Time:	211 hours (Total, all aircraft), 11 hours (Total, this make and model), 121 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

### Flight instructor Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	66,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Sport pilot With waivers/limitations	Last FAA Medical Exam:	October 23, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 3, 2022
Flight Time:	28542 hours (Total, all aircraft), 20485 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N9564K
<b>Model/Series:</b>	108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1947	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-2564
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 24, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2230 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2043 Hrs at time of accident	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	6A4-165-B3
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MTV,941 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	331°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	10°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Martinsville, VA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Martinsville, VA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BLUE RIDGE MTV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	940 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13/31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5002 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.630427,-80.017605(est)

## Administrative Information

Investigator In Charge (IIC):	Enders, Ryan
Additional Participating Persons:	Pete Hantelman; FAA/FSDO; Richmond, VA
Original Publish Date:	January 25, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=193457">https://data.nts.gov/Docket?ProjectID=193457</a>

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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](#).