



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Burlington, Washington	Accident Number:	WPR23LA271
Date & Time:	July 11, 2023, 12:50 Local	Registration:	N8889K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel equipped airplane reported that, while landing with a crosswind, a gust of wind was encountered that “caught my tail” and pushed the airplane to the left. The pilot applied full right rudder, “not realizing my feet were partially on the brakes,” and full throttle to abort the landing. The airplane turned to the right and the pilot applied left rudder to keep the airplane on the runway. The airplane entered the runway safety area, impacted a berm, resulting in the airplane becoming airborne, sending it into the parking area at the airport. The airplane impacted the top of another airplane tied down in the parking area. The right wing and fuselage were substantially damaged. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing on runway 29 with wind from 180° at 8 knots.

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 with a quartering tailwind.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 9, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 2, 2021
Flight Time:	626 hours (Total, all aircraft), 56 hours (Total, this make and model), 530 hours (Pilot In Command, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8889K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1889
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 1, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1347 Hrs at time of accident	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	TUCKER MITCHELL F	Rated Power:	165 Horsepower
Operator:	TUCKER MITCHELL F	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBVS,140 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	139°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A /
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Burlington, WA	Type of Flight Plan Filed:	None
Destination:	Burlington, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Skagit Regional Airport BVS	Runway Surface Type:	Asphalt
Airport Elevation:	145 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	5480 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.470526,-122.42168(est)

Administrative Information

Investigator In Charge (IIC): Swick, Andrew

Additional Participating Persons: Lawrence Tolentino; FAA-FSDO; Seattle, WA

Original Publish Date: April 4, 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=192614>

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](#).