



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	San Diego, California	<b>Accident Number:</b>	WPR23LA359
<b>Date &amp; Time:</b>	September 27, 2023, 15:30 Local	<b>Registration:</b>	N9128K
<b>Aircraft:</b>	Stinson 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that upon arrival at the destination airport the reported wind conditions were variable wind at 10 knots gusting to 12 knots. The pilot reported that he performed a 3-point landing; on touch down, he was not able to maintain center line due to gusty southern crosswinds and the airplane ground looped. The airplane sustained substantial damage to the fuselage.

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 landing in gusty wind conditions that resulted in a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on equipment

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Private	Age:	80,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 22, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 28, 2021
Flight Time:	(Estimated) 1853 hours (Total, all aircraft), 1118 hours (Total, this make and model), 1182 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N9128K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-2128
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 2, 2023 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	5.57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Franklin
ELT:	C91 installed, not activated	Engine Model/Series:	6A4150-B3
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	KSEE,387 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:47 Local	<b>Direction from Accident Site:</b>	245°
<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>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.86 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Porterville, CA (PVT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	San Diego, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GILLESPIE FLD SEE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	387 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5342 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.826222,-116.97244(est)

## Administrative Information

**Investigator In Charge (IIC):** Cornejo, Tealeye

**Additional Participating Persons:** Oded Moore; Federal Aviation Administration; San Diego, CA

**Original Publish Date:** December 13, 2023

**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=193159>

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](#).