



Aviation Investigation Final Report

Location:	Morgan, Utah	Accident Number:	WPR23LA109
Date & Time:	February 12, 2023, 16:00 Local	Registration:	N8135K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing, and after the tailwheel touched the ground, the airplane began turning to the left. The pilot made an abrupt control input with the right rudder, which resulted in the airplane veering to the right side of the runway and colliding with a snowbank. The airplane subsequently nosed over substantially damaging the right wing. The pilot reported that there were no preaccident mechanical failures or malfunctions 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.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing	Collision during takeoff/land
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor; Private	Age:	45,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 26, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2022
Flight Time:	18000 hours (Total, all aircraft), 110 hours (Total, this make and model), 3100 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8135K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1135
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 1, 2022 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3063 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4150 SERIES
Registered Owner:	HEAD IN THE CLOUDS LLC	Rated Power:	150 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:	KHIF, 4789 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	258°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	3°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Morgan, UT	Type of Flight Plan Filed:	None
Destination:	Morgan, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MORGAN COUNTY 42U	Runway Surface Type:	Asphalt
Airport Elevation:	5020 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3904 ft / 50 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.148677,-111.76714(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Jon Hanson; FAA

Original Publish Date: March 23, 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=106729>

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](#).