



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Slaton, Texas	<b>Accident Number:</b>	CEN24LA214
<b>Date &amp; Time:</b>	June 9, 2024, 16:35 Local	<b>Registration:</b>	N88026
<b>Aircraft:</b>	Stinson VULTEE V-77	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing roll and as he was preparing to turn onto a taxiway, they encountered a gust of wind. The airplane departed the left side of the runway and nosed over, which resulted in substantial damage to the fuselage, left and right wings, and the vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures of the airplane that would have precluded normal operation.

At the time of the accident, the airplane had landed on runway 17 with recorded wind of 030° at 21 knots, gusting to 44 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 after landing in gusting wind conditions which resulted in a runway excursion and the airplane nosing over. Contributing was the pilot's decision to conduct the flight in very strong, gusting wind conditions.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Weather planning - Pilot

## Factual Information

### History of Flight

Landing-landing roll	Runway excursion (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	78,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	June 2, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 20, 2023
Flight Time:	31103 hours (Total, all aircraft), 20 hours (Total, this make and model), 30424 hours (Pilot In Command, all aircraft), 101 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N88026
Model/Series:	VULTEE V-77	Aircraft Category:	Airplane
Year of Manufacture:	1944	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	77-411
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	October 3, 2023 Annual	Certified Max Gross Wt.:	4680 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-680-13
Registered Owner:	TEXAS AIR MUSEUM	Rated Power:	300 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>	KLBB,3241 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	16:34 Local	<b>Direction from Accident Site:</b>	323°
<b>Lowest Cloud Condition:</b>	Few	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	21 knots / 44 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 16°C
<b>Precipitation and Obscuration:</b>	Moderate - Blowing - Dust or sand whirls		
<b>Departure Point:</b>	Lubbock, TX (KLBB)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lubbock, TX (KLBB)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	CITY OF SLATON/LARRY T NEAL MEML F49	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3126 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18/36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4244 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	33.484508,-101.66094

## Administrative Information

**Investigator In Charge (IIC):** Lindberg, Joshua

**Additional Participating Persons:** Peter Keck; FAA; Lubbock, TX

**Original Publish Date:** July 25, 2024

**Last Revision Date:**

**Investigation Class:** [Class 4](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=194420>

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](#).