



Aviation Investigation Factual Report

Location:	Grass Valley, California	Accident Number:	LAX06CA263
Date & Time:	August 16, 2006, 17:00 Local	Registration:	N9818K
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On August 16, 2006, about 1700 Pacific daylight time, a Stinson Voyager 108-2, N9818K, departed runway 25, rolled down a cement culvert between the runway and taxiway near the terminal area, and nosed over at Nevada County Air Park (GOO), Grass Valley, California. The pilot/owner operated the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The cross-country flight departed Rio Vista Municipal (O88), Rio Vista, California, about 1630, with a planned destination of Grass Valley. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the final resting point of the airplane were 39 degrees 13.26 minutes north latitude and 121 degrees 00.11 minutes west longitude.

The pilot stated in a written report that on final approach he noted the wind conditions were variable with updrafts, downdrafts, and a crosswind. He made a wheel landing, and slowed to a taxi speed, "letting the tail wheel settle while monitoring the windsock midfield," which indicated a crosswind. The pilot reported that all three landing gear were on the ground while he was taxiing, and as he approached the midfield turnoff, the airplane encountered an "unusually strong burst/gust of wind" 90 degrees from the left. The crosswind gust picked up the airplane's left wing and tail. He stated that the wind gust was so strong it spun the airplane to the left into the wind gust before he could "fully react with a full correction."

The pilot reported that he attempted to return the airplane to runway heading with the application of "hard" right rudder, left aileron, up elevator, and the application of power to "kick the tail around to runway heading." However, the left and tail wheel landing gear remained in the air and the airplane skidded sideways. He noted that the correction brought the airplane partially back to runway heading. As the airplane gained some of its forward motion, it rolled off the runway, down a slight slope between the runway and taxiway, and into a drainage area where the airplane went up onto its nose and nosed over.

According to a responding deputy from the Nevada County Sheriff's Department, winds were from the south at 8 knots gusting to 16 knots when he arrived on-scene. The deputy noted a skid mark on runway 25 that extended from runway centerline to the edge of a taxiway, about 118.5 feet in length. The skid mark continued an additional 35.7 feet into a dry grass area where it impacted a cement culvert. The airplane came to rest upside down about 40 feet from the cement culvert.

The deputy interviewed a witness who reported that he watched the airplane land and taxi down the runway westbound. The airplane attempted to exit on taxiway B; however, the airplane's "turn stopped and locked up into a skid..." The airplane continued off the pavement and into a culvert. The witness observed the airplane's nose bounce up about 8 feet, impact

the ground in a nose down attitude, and come to rest upside down.

Additional witnesses interviewed by the National Transportation Safety Board investigator-in-charge (IIC), reported that the airplane was traveling too fast after landing to safely make the turn onto the taxiway, the brakes appeared to "lock up," and the airplane came to rest inverted. The witnesses further reported that the pilot had plenty of runway remaining to safely slow the airplane down, and that the pilot did not have to make that particular turn in front of the terminal area.

Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	September 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2005
Flight Time:	988 hours (Total, all aircraft), 218 hours (Total, this make and model), 988 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N9818K
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-2818
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Franklin
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6A4-165-83
Registered Owner:	On file	Rated Power:	165 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:	AUN,3152 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Few / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	27°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIO VISTA, CA (O88)	Type of Flight Plan Filed:	None
Destination:	Grass Valley, CA (GOO)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	Nevada Co Airpark GOO	Runway Surface Type:	Asphalt
Airport Elevation:	3152 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4350 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.223888,-121.003051

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Ken Meyer; Federal Aviation Administration; Sacramento, CA
Report Date:	October 4, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64363

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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](#).