



Aviation Investigation Final Report

Location:	TECUMSEH, Michigan	Accident Number:	CHI98LA132
Date & Time:	April 17, 1998, 17:50 Local	Registration:	N97876
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after making a wheel landing, the airplane began to weather vane to the left. He reported applying the right brake at which time the tail began to rise. He stated he did not have enough elevator authority to lower the tail and the propeller contacted the ground. The airplane slid 18 feet on the cowling prior to it nosing over. The landing was made on runway 36 with reported winds, 11 miles away, from 280 degrees at 11 knots, gusting to 18 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions, and his failure to maintain directional control. A contributing factors were wind gusts and crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On April 17, 1998, at 1750 eastern daylight time (edt), a Stinson 108- 1, N97876, operated by an Airline Transport Rated pilot nosed over at the end of a landing roll at the Merillat Airport, Tecumseh, Michigan. The pilot was not injured and the airplane sustained substantial damage. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The flight originated in Croswell, Michigan.

The pilot reported he landed on runway 36 (4,900' x 100') with a gusty wind from the west. He stated he made a wheel landing and "...as the aircraft slowed the right main came down and the aircraft started to weather vane to the west." He reported he applied a little right brake at which time the "...tail came up... ." He reported that he did not have enough elevator authority to lower the tail and the propeller hit the terrain. The pilot reported the airplane slid on the lower cowling for about 18' prior to the airplane nosing over.

Wind conditions reported at Adrian, Michigan, 11 miles southwest of the accident site, at 1753 edt, were from 280 degrees at 11 knots, gusting to 18 knots.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	55, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 19, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	20660 hours (Total, all aircraft), 298 hours (Total, this make and model), 18665 hours (Pilot In Command, all aircraft), 176 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N97876
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-876
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	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:	6A4-150-B3
Registered Owner:	WILLIAM C. SCHUTZLER	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ADG ,798 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CROSWELL , MI (34G)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:22 Local	Type of Airspace:	Class E

Airport Information

Airport:	MERILLAT 34G	Runway Surface Type:	Grass/turf
Airport Elevation:	820 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4900 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	41.999614,-83.939079(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	MARTHA M WINNARD; BELLEVILLE , MI
Original Publish Date:	February 11, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10858

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