



Aviation Investigation Final Report

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| Location: | OMAHA, Nebraska | Accident Number: | CHI93LA085 |
| Date & Time: | February 2, 1993, 15:45 Local | Registration: | N6402M |
| Aircraft: | STINSON 108-3 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT COMMENCED TAKEOFF ON A NARROW RUNWAY WITH A LEFT CROSSWIND COMPONENT. THE AIRPLANE ANGLED LEFT. THE PILOT CORRECTED ALIGNMENT WITH RIGHT RUDDER AND BRAKE, BUT WAS LEFT OF CENTERLINE. WHEN HE RELEASED RIGHT BRAKE, THE AIRPLANE ANGLED LEFT INTO SNOW AT THE RUNWAY EDGE AND NOSED OVER.

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.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 47, Male |
| Airplane Rating(s): | Single-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 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | January 5, 1993 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 478 hours (Total, all aircraft), 217 hours (Total, this make and model), 385 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | STINSON | Registration: | N6402M |
| Model/Series: | 108-3 108-3 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 108-4402 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | December 15, 1992 Annual | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 2 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | FRANKLIN |
| ELT: | Installed | Engine Model/Series: | 6A4-165-B3 |
| Registered Owner: | PETTERSON, CHARLES A. | Rated Power: | 165 Horsepower |
| Operator: | PETTERSON, CHARLES A. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | OVN ,983 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 14:53 Local | Direction from Accident Site: | 100° |
| Lowest Cloud Condition: | Scattered / 25000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 6°C / -1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (3NO) | Type of Flight Plan Filed: | None |
| Destination: | (3NO) | Type of Clearance: | None |
| Departure Time: | 15:45 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------|----------------------------------|----------|
| Airport: | NORTH OMAHA 3NO | Runway Surface Type: | Concrete |
| Airport Elevation: | 1322 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 2480 ft / 40 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 41.300872,-96.110855(est) |

Administrative Information

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| Investigator In Charge (IIC): | Vallaster, J |
| Additional Participating Persons: | ROBERT V BOTTOM; LINCOLN , NE WILLIAM R NEWBY; LINCOLN , NE |
| Original Publish Date: | October 25, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=15662 |

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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](#).