



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC95LA099
<b>Date &amp; Time:</b>	July 6, 1995, 21:35 Local	<b>Registration:</b>	N257C
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE VEERED TO THE LEFT DURING THE FIRST ATTEMPT TO TAKE OFF. THE PILOT STATED SHE ATTRIBUTED THIS TO WIND GUSTS FROM THE WEST (LEFT). DURING THE SECOND ATTEMPT TO TAKE OFF, THE AIRPLANE VEERED TO THE LEFT AGAIN AND DEPARTED THE LEFT SIDE OF THE RUNWAY, TOWARD SOME PARKED AIRCRAFT. THE PILOT APPLIED THE BRAKES, AND THE AIRPLANE NOSED DOWN. THE WINDS WERE REPORTED TO BE FROM 310 DEGREES AT 4 KNOTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF DIRECTIONAL CONTROL, DURING THE TAKEOFF ROLL, WHICH RESULTED IN AN INADVERTENT SWERVE, AND THE PILOT'S EXCESSIVE APPLICATION OF BRAKE PRESSURE, WHICH RESULTED IN A NOSE DOWN CONDITION.

## 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
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----

Occurrence #2: NOSE DOWN

Phase of Operation: TAKEOFF - ABORTED

Findings

3. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

## Factual Information

On July 6, 1995, at 2135 Alaska daylight time, a wheel equipped Stinson 108-2 airplane, registered to and operated by the pilot, nosed down during an aborted takeoff from the Lake Hood Airstrip, Anchorage, Alaska. The personal flight, operating under 14 CFR Part 91, was departing the Lake Hood Airstrip for a local flight. A visual flight rules flight plan was filed and visual meteorological conditions prevailed. The private certificated pilot, the sole occupant, was not injured and the airplane received substantial damage.

According to the pilot, as she started her takeoff roll on runway 31, the airplane veered to the left. She applied right rudder and stopped the airplane. She taxied back for a second takeoff on runway 31. During the second takeoff the airplane veered to the left again. She applied right rudder but also had to step on the brakes because the airplane was headed for some parked airplanes. The airplane nosed down as it came to a stop.

The pilot stated there were wind gusts blowing across runway 31 from the west (left) during the takeoff roll. The reported winds at the Lake Hood Airstrip were from 310 degrees at 4 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 13, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	122 hours (Total, all aircraft), 15 hours (Total, this make and model), 55 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N257C
<b>Model/Series:</b>	108-2 108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-3257
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 18, 1994 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2635 Hrs	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	6A4-165B3
<b>Registered Owner:</b>	METCALF, SUSAN K.	<b>Rated Power:</b>	165 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ANC ,144 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	21:40 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	35 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(Z41 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	21:35 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	LAKE HOOD AIRSTRIP Z41	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	71 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 70 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.160175,-149.989105(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	P.K. WILLIS; ANCHORAGE , AK
<b>Original Publish Date:</b>	February 8, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=2683">https://data.nts.gov/Docket?ProjectID=2683</a>

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](#).