



# Aviation Investigation Final Report

<b>Location:</b>	NORRIDGEWOCK, Maine	<b>Accident Number:</b>	NYC93LA070
<b>Date &amp; Time:</b>	April 6, 1993, 18:30 Local	<b>Registration:</b>	N8775K
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A FLIGHT INSTRUCTOR OFFERED TO GIVE INSTRUCTION, IN A TAILWHEEL AIRPLANE, TO A RATED COMMERCIAL PILOT WHO HAD NOT FLOWN IN THIS MAKE AND MODEL PRIOR TO THIS FLIGHT. THE RATED PILOT RECEIVING INSTRUCTION WAS SEATED IN THE LEFT SEAT OF THE AIRPLANE. THE AIRPLANE WAS NOT EQUIPPED WITH BRAKES ON THE RIGHT SIDE WHERE THE FLIGHT INSTRUCTOR WAS SEATED. POWER WAS APPLIED AND THE AIRPLANE ACCELERATED. THE RATED PILOT ON THE CONTROLS DID NOT MAINTAIN DIRECTIONAL CONTROL AND THE AIRPLANE VEERED TO THE LEFT. THE FLIGHT INSTRUCTOR WAS UNABLE TO CORRECT THE LEFT VEER WITH RUDDER. THE AIRPLANE LEFT THE RUNWAY, WAS CAUGHT IN A SNOW BANK AND NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT AT THE CONTROLS FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE, AND THE FLIGHT INSTRUCTOR PROVIDED INADEQUATE SUPERVISION. A RELATED FACTOR WAS THE PILOT AT THE CONTROLS HAD NO FLIGHT EXPERIENCE IN THE MAKE AND MODEL OF AIRPLANE BEING FLOWN.

## Findings

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

Findings

1. LIGHT CONDITION - DUSK
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

5. TERRAIN CONDITION - SNOWBANK

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Occurrence #3: NOSE OVER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 18, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	900 hours (Total, all aircraft), 55 hours (Total, this make and model), 838 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N8775K
<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>	108-2357
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 16, 1993 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2490 Hrs	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4-150-B3
<b>Registered Owner:</b>	JOE VITAL	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	JOE VITAL	<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>	Dusk
<b>Observation Facility, Elevation:</b>	WVL ,333 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	18:34 Local	<b>Direction from Accident Site:</b>	250°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(OWK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	AUGUSTA , ME (AUG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Airport advisory area;Class G

## Airport Information

<b>Airport:</b>	CENTRAL MAINE OWK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	270 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3999 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Pearce, Robert

**Additional Participating Persons:** DAYTON W MOSHER; PORTLAND , ME

**Original Publish Date:** November 19, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=37300>

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