



Aviation Investigation Final Report

Location:	CLARION, Pennsylvania	Accident Number:	NYC95LA096
Date & Time:	April 23, 1995, 14:30 Local	Registration:	N978D
Aircraft:	STINSON 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT DURING THE LANDING ROLL A GUST OF WIND TURNED THE AIRPLANE TO THE LEFT. HE APPLIED RIGHT BRAKE FOR CORRECTION, BUT THIS WAS INEFFECTIVE. THE AIRPLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY DOWN AN EMBANKMENT AND NOSED OVER. POSTACCIDENT EXAMINATION REVEALED THAT BOTH BRAKE PEDALS WERE SPONGY. IN ADDITION, WHEN THE RIGHT BRAKE PEDAL WAS RELEASED SLIGHTLY AND THEN REAPPLIED, IT WOULD BOTTOM OUT ALL THE WAY TO THE FLOOR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PARTIAL FAILURE OF THE BRAKE SYSTEM.

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. GROUND LOOP/SWERVE

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

Factual Information

On April 23, 1995, about 1430 eastern daylight time, a Stinson 108-2, N978D, piloted and owned by Dan D. Kibler, on a personal flight, was substantially damaged during landing at Clarion County Airport, Clarion, Pennsylvania. The pilot was not injured. Visual Meteorological conditions prevailed. The flight was being conducted under CFR 14 Part 91.

In the NTSB form 6120.1/2, the pilot stated,

Was making normal landing at Clarion County Airport on runway 6. Airplane was on the runway in a final roll out, when a gust of strong wind caught the left side of tail and turned aircraft to the left. Right brake failed and was unable to make necessary correction to keep airplane on runway....[The] airplane veered to [the] left [and] went down over high embankment and nosed over.

An inspection of the airplane's brake system was performed by Shippenville Aviation, Shippenville, Pennsylvania under the supervision of a Federal Aviation Administration Inspector. The inspection revealed that both brake pedals were slightly spongy. However, when the right pedal was released slightly, and then reapplied, it would bottom out and go to the floor. This test was performed several times, with the same results each time.

Pilot Information

Certificate:	Private	Age:	74, 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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 3, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1061 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N978D
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2978
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 7, 1994 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1535 Hrs	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	DAN D. KIBLER	Rated Power:	165 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:	BVI ,1253 ft msl	Distance from Accident Site:	52 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CLEARFIELD , PA (N97)	Type of Flight Plan Filed:	Unknown
Destination:	(11D)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLARION COUNTY 11D	Runway Surface Type:	Asphalt
Airport Elevation:	1458 ft msl	Runway Surface Condition:	
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	4100 ft / 75 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:	41.249465,-79.459426(est)

Administrative Information

Investigator In Charge (IIC): Jones, Dennis

Additional Participating Persons: TERRANCE P RICKER; WEST MIFFLIN , PA

Original Publish Date: October 26, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=38951>

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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](#).