Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	**Accident Number:**	ANC00LA032
Date & Time:	March 5, 2000, 18:20 Local	**Registration:**	N6453M
Aircraft:	Stinson 108-3	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was landing a tailwheel-equipped airplane toward the north, at the conclusion of a local flight. During the landing roll, the airplane veered to the left. The pilot applied right rudder and right brake, but the airplane ran off the left side of the runway and ground looped. The right main landing gear collapsed, and the right wing struck the ground. The airplane received damage to the right wing tip, and the right landing gear. The pilot said the wind conditions were from the east about three knots. A special weather observation at the airport indicated the wind was calm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent ground loop.

Findings

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

Findings
1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On March 5, 2000, about 1820 Alaska standard time, a wheel equipped Stinson 108-3 airplane, N6453M, sustained substantial damage during landing at the Fairbanks International Airport, Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the pilot-rated passenger, were not injured. Visual meteorological conditions prevailed. The flight departed from Fairbanks about 1715.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on March 5, 2000, the pilot reported he was landing on runway 1R. During the landing roll, the airplane veered to the left. He applied right rudder and right brake, but the airplane ran off the left side of the runway and ground looped. The right main landing gear collapsed, and the right wing struck the ground. The airplane received damage to the right wing tip, and the right landing gear. The pilot said the wind conditions were from the east about three knots.

At 1839, a special weather observation at Fairbanks was reporting, in part: Wind, calm; visibility, 10 statute miles; clouds and sky condition, few at 20,000 feet; temperature, 27 degrees F; dew point, 16 degrees F; altimeter, 29.92 inHg.

Pilot Information

Certificate:	Private	**Age:**	42,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	July 19, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	180 hours (Total, all aircraft), 170 hours (Total, this make and model), 115 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	**Registration:**	N6453M
Model/Series:	108-3 108-3	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	108-4453
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	June 28, 1999 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	14 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1898 Hrs	**Engine Manufacturer:**	Franklin
ELT:	Installed, not activated	**Engine Model/Series:**	6A-350-C1
Registered Owner:	STEVEN F. WILLFORD	**Rated Power:**	220 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:	PAF ,434 ft msl	**Distance from Accident Site:**	
Observation Time:	18:39 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	-3°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PAFA)	**Type of Flight Plan Filed:**	None
Destination:	(PAFA)	**Type of Clearance:**	VFR
Departure Time:	17:15 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	FAIRBANKS INTERNATIONAL PAFA	**Runway Surface Type:**	Asphalt
Airport Elevation:	434 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	1R	**IFR Approach:**	None
Runway Length/Width:	3190 ft / 60 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	64.900703,-148.159912(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	ERIC JONES (FAA); FAIRBANKS , AK
Original Publish Date:	May 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48741