



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Accident Number:	LAX00LA200
Date & Time:	May 21, 2000, 12:38 Local	Registration:	N8398K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing rollout the pilot's right foot slipped off the rudder pedal. The pilot's tennis shoe became lodged beneath the pedal and he was unable to dislodge it. Directional control was lost, and the airplane ground looped.

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 landing rollout due to the pilot's foot becoming wedged under a rudder pedal, which restricted its movement.

Findings

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

Findings

1. (C) RUDDER - RESTRICTED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On May 21, 2000, at 1238 hours Pacific daylight time, a Stinson 108-1, N8398K, owned and operated by the pilot, experienced a loss of control during landing rollout on runway 12 at the Whiteman Airport, Los Angeles, California. The airplane ground looped and was substantially damaged. The airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight, which was performed under 14 CFR Part 91. The flight originated from Whiteman about 1235.

The pilot reported to the National Transportation Safety Board investigator that he performed a normal landing and touched down on the runway numbers. Thereafter, his right foot slipped off the rudder pedal and his tennis shoe became wedged beneath it. Despite his efforts, he was unable to immediately dislodge his foot, and he lost control of the conventional gear airplane.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 2, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2909 hours (Total, all aircraft), 2527 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8398K
Model/Series:	108-1 108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1398
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 21, 2000 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2413 Hrs	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	A4-150-B3
Registered Owner:	MICHAEL D. BOOLEN	Rated Power:	150 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:	WHP ,1003 ft msl	Distance from Accident Site:	
Observation Time:	12:38 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	100°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(WHP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	12:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	WHITEMAN AIRPORT WHP	Runway Surface Type:	Asphalt
Airport Elevation:	1003 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	4120 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	34.24942,-118.410148(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	ROB GATES; VAN NUYS , CA
Original Publish Date:	October 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49245

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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](#).