



Aviation Investigation Final Report

Location:	Anacortes, Washington	Accident Number:	SEA02LA178
Date & Time:	September 23, 2002, 16:25 Local	Registration:	N9641
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot reported that during the landing roll, he tapped the brakes before the tail wheel contacted the runway surface and the airplane nosed down. The propeller struck the runway surface and the airplane nosed over, coming to rest inverted on the runway. The pilot reported no mechanical failures or malfunctions with the aircraft at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Normal braking application was excessive during the landing roll resulting in the aircraft nosing over.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

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

Factual Information

On September 23, 2002, about 1625 Pacific daylight time, a Stinson 108-3, N9641, registered to a private individual and operated by Micro Aerodynamics, as a 14 CFR Part 91 business flight, nosed over during the landing roll at the Anacortes airport, Anacortes, Washington. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The aircraft was substantially damaged and the Airline Transport Pilot and the pilot rated passenger were not injured.

During a telephone interview, the pilot reported that he was landing the aircraft on runway 36. The pilot stated that he believed that he tapped the brakes before the tail wheel had contacted the runway surface and the airplane nosed down. The propeller struck the runway surface and the airplane nosed over, coming to rest inverted on the runway. The pilot reported no mechanical failures or malfunctions with the aircraft at the time of the accident.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	74, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 24, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 26, 2002
Flight Time:	12000 hours (Total, all aircraft), 2 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N9641
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	108-5193
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 20, 2002 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3609 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	James M. Huber	Rated Power:	230 Horsepower
Operator:	Micro Aerodynamics	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NUW,47 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	157°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	7 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	15°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anacortes, WA (74S)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:56 Local	Type of Airspace:	Class E

Airport Information

Airport:	Anacortes 74S	Runway Surface Type:	Asphalt
Airport Elevation:	241 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3015 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.483333,-122.650001

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	Dennis Franks; FAA-FSDO; Renton, WA
Original Publish Date:	April 8, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55749

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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](#).