# Aviation Investigation Final Report

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| **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

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| **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

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|---|---|---|---|
| **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

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| **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

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|---|---|---|---|
| **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

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| **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

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|---|---|
| **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 |