



# Aviation Investigation Final Report

<b>Location:</b>	Brookville, Ohio	<b>Accident Number:</b>	NYC03LA092
<b>Date &amp; Time:</b>	April 27, 2003, 19:00 Local	<b>Registration:</b>	N97376
<b>Aircraft:</b>	Stinson 108	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was landing on a 2,500-foot long, 30-foot wide, asphalt runway; with a right crosswind. The airplane touched down on the right gear first, but bounced onto the left gear, and then veered right. The pilot "panicked," pulled back on the control stick, and then moved the stick to the left. The airplane subsequently traveled off the left side of the runway, into a ditch.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control while landing.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

Findings

2. TERRAIN CONDITION - DITCH

## Factual Information

On April 27, 2003, about 1900 eastern daylight time, a Stinson 108, N97376, was substantially damaged while landing at Brookville Air-Park (I62), Brookville, Ohio. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

The pilot stated that he departed Brookville about 1800, and practiced some maneuvers. Approximately 1 hour later, the pilot returned to the airport for landing. He over-flew the windsock and noted that the wind was from the south. The pilot then planned for a landing on runway 09 with a crosswind from the right. Runway 09 was 2,500 feet long, 30 feet wide, and consisted of asphalt. The pilot flew a traffic pattern for the runway and touched down on the right gear first. However, the airplane bounced onto the left gear, and then veered right. The pilot "panicked," pulled back on the control stick, and then moved the stick to the left. The airplane subsequently traveled off the left side of the runway, into a ditch. The pilot added that he did not experience any pre-impact mechanical malfunctions with the airplane.

The pilot reported a total flight experience of 828 hours; of which, 12 hours were in the same make and model as the accident airplane.

The reported wind at an airport about 10 miles east of the accident site, at 1854, was from 190 degrees at 7 knots.

Examination of the wreckage by a Federal Aviation Administration (FAA) inspector revealed damage to the left gear, left wing, fuselage, and left horizontal stabilizer.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 29, 2003
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	August 1, 2003
<b>Flight Time:</b>	828 hours (Total, all aircraft), 12 hours (Total, this make and model), 698 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N97376
<b>Model/Series:</b>	108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-376
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 31, 2002 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	40 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2100 Hrs at time of accident	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4150
<b>Registered Owner:</b>	Timothy R. Shepard	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DAY,1009 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	18:54 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	20°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Brookville, OH (I62 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(I62 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Brookville Air-Park I62	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1037 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 30 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.862499,-84.433334

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gretz, Robert
<b>Additional Participating Persons:</b>	Stan Faske; FAA FSDO-05; Cincinnati, OH
<b>Original Publish Date:</b>	March 30, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=56908">https://data.ntsb.gov/Docket?ProjectID=56908</a>

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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](#).