



Aviation Investigation Final Report

Location:	Jenison, Michigan	Accident Number:	CHI03LA145
Date & Time:	June 1, 2003, 20:00 Local	Registration:	N8278K
Aircraft:	Stinson 108-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage when the right landing gear collapsed while landing on a 49-foot wide asphalt runway. The pilot stated that upon touchdown the airplane instantly veered to the left. The pilot reported that he applied full right rudder and the brakes, but could not regain control of the airplane. The pilot stated that the right wing came in contact with the runway and the right landing gear collapsed. The airplane then veered off the side of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining directional control of the airplane during landing. A factor to the accident was the overload of the right main landing gear.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On June 1, 2003, about 2000 eastern daylight time, a Stinson 108-1, N8278K, piloted by a private pilot, sustained substantial damage when the right main landing gear collapsed during landing rollout on runway 32 (3,920 feet by 49 feet, asphalt) at the Riverview Airport, Jenison, Michigan. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The pilot and two passengers reported no injuries. The flight departed from a private airstrip near Hudsonville, Michigan.

The pilot stated that upon touchdown the airplane instantly veered to the left. The pilot reported that he applied full right rudder and the brakes, but could not regain control of the airplane. The pilot stated that the right wing came in contact with the ground, and the right landing gear collapsed. The airplane then "slid" off the left side of the runway, and the propeller struck the ground twice before the airplane came to a full stop.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 26, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	July 26, 2002
Flight Time:	115 hours (Total, all aircraft), 52 hours (Total, this make and model), 85 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N8278K
Model/Series:	108-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-1278
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 28, 2003 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	22.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1784 Hrs as of last inspection	Engine Manufacturer:	Franklin
ELT:	Not installed	Engine Model/Series:	O-470-J
Registered Owner:	Mitchell Veenstra	Rated Power:	225 Horsepower
Operator:	MV Aviation LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	GRR,793 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	16°C / 13°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Hudsonville , MI (M182)	Type of Flight Plan Filed:	None
Destination:	Jenison, MI (08C)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	RIVERVIEW 08C	Runway Surface Type:	Asphalt
Airport Elevation:	603 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3920 ft / 49 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.935832,-85.805

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Rod Vigstol; Federal Aviation Administration; Grand Rapids, MI
Original Publish Date:	June 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57175

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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](#).