



Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	LAX05LA220
Date & Time:	June 29, 2005, 11:45 Local	Registration:	N8000K
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane ground looped during the landing rollout on runway 21L. The pilot said that during the landing rollout he experienced a strong pull toward the right. He then applied left rudder to counteract the right pulling force. Shortly thereafter, the airplane turned off the paved runway to the left, at which time the right main landing gear wheel dug into the turf causing the right wing tip to come down and strike the ground. The airplane's final resting position was opposite the direction of the landing. An aviation routine weather report issued for Prescott at 1253, reported that the winds were variable at 4 knots. The pilot reported that the turbulence in the traffic pattern was moderate. He checked the windsock prior to landing and observed a southwest wind with some variability in direction. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

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 during the landing rollout.

Findings

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

Findings

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

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On June 29, 2005, about 1145 mountain standard time, a Stinson 108-2, N8000K, ground looped during landing rollout at the Ernest A. Love Field Airport, Prescott, Arizona. The pilot-owner operated the airplane under the provisions of 14 CFR Part 91. The private pilot was not injured; the airplane was substantially damaged. The personal cross-country flight departed Falcon Field Airport, Mesa, Arizona, about 1038, with a planned destination of Prescott. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan had been filed.

In a written statement, the pilot reported that during the landing rollout on 21L, he experienced a strong pull toward the right. He then applied left rudder to counteract the right pulling force. Shortly thereafter, the airplane turned off the paved runway to the left, at which time the right main landing gear wheel dug into the turf causing the right wing tip to come down and strike the ground. The airplane's final resting position was opposite the direction of the landing.

The pilot reported that the turbulence in the traffic pattern was moderate. He checked the windsock prior to landing and observed a southwest wind with some variability in direction.

An aviation routine weather report (METAR) issued for Prescott at 1253, reported that the winds were variable at 4 knots.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Pilot Information

Certificate:	Private	Age:	78, 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 With waivers/limitations	Last FAA Medical Exam:	February 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	743 hours (Total, all aircraft), 228 hours (Total, this make and model), 666 hours (Pilot In Command, all aircraft), 4 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:	N8000K
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-3000
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 1, 2004 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4817 Hrs at time of accident	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	John Hannon	Rated Power:	165 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRC,5045 ft msl	Distance from Accident Site:	
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	29°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MESA, AZ (FFZ)	Type of Flight Plan Filed:	VFR
Destination:	PRESCOTT, AZ (PRC)	Type of Clearance:	VFR
Departure Time:	10:38 Local	Type of Airspace:	

Airport Information

Airport:	Ernest A. Love Field Airport PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft msl	Runway Surface Condition:	Dry
Runway Used:	21L	IFR Approach:	None
Runway Length/Width:	7550 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	34.654445,-112.419723

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	William Sapp; Federal Aviation Administration Scottsdale FSDO; Scottsdale, AZ
Original Publish Date:	April 25, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61891

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