



Aviation Investigation Final Report

Location:	Indianola, Mississippi	Accident Number:	DFW08CA005
Date & Time:	October 7, 2007, 17:00 Local	Registration:	N9603K
Aircraft:	Stinson 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 3,042-hour private lost control of the tailwheel-equipped airplane while landing on Runway 17 with a prevailing crosswind. The pilot reported that he attempted to regain control and applied the brakes and full right rudder; however, he was not able to keep the vintage airplane on the 150-foot wide runway. The airplane ground looped and exited the runway. The right main landing gear collapsed and the right wing contacted the ground. The airplane came to rest upright in the grass and both occupants were able to exit the airplane normally. On the NTSB Form 6120 completed by the pilot, he recommended that to prevent further accidents, the right rudder and right brake should be applied sooner to prevent the airplane from ground looping. The winds at the time of the mishap were variable at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the existing wind conditions while landing. A contributing factor was the crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND

- 2. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

- 4. TERRAIN CONDITION - GRASS

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

- 5. LANDING GEAR,MAIN GEAR - COLLAPSED

Factual Information

The 3,042-hour private lost control of the tail-wheel equipped airplane while landing on Runway 17 with a prevailing crosswind. The pilot reported that he attempted to regain control and applied the brakes and full right rudder; however, he was not able to keep the vintage airplane on the 150-foot wide runway. The airplane ground looped and exited the runway. The right main landing gear collapsed and the right wing contacted the ground. The airplane came to rest upright in the grass and both occupants were able to exit the airplane normally. On the NTSB Form 6120 completed by the pilot, he recommended that to prevent further accidents, the right rudder and right brake should be applied sooner to prevent the airplane from ground looping. The winds at the time of the mishap were variable at 5 knots.

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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:	December 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2007
Flight Time:	3042 hours (Total, all aircraft), 100 hours (Total, this make and model), 2793 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N9603K
Model/Series:	108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	108-2603
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2007 Annual	Certified Max Gross Wt.:	2230 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2478 Hrs as of last inspection	Engine Manufacturer:	Franklin
ELT:	Installed, not activated	Engine Model/Series:	6A4-165-B3
Registered Owner:	On file	Rated Power:	165 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GLH, 131 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	33°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENVILLE, MS (GLH)	Type of Flight Plan Filed:	None
Destination:	INDIANOLA, MS (IDL)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	INDIANOLA MUNI IDL	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	Visual
Runway Length/Width:	6991 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	33.485553,-90.678886

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Jacob Corbett; Jackson, Mississippi
Original Publish Date:	December 20, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=66851

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