



Aviation Investigation Final Report

Location:	Libby, Montana	Accident Number:	SEA08CA118
Date & Time:	May 2, 2008, 15:15 Local	Registration:	N1083
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was in the process of lowering the tail to the ground after touchdown when the airplane veered to the right. Adding left rudder to counter the yaw was unsuccessful, and the airplane veered off the right side of the runway and nosed over. The pilot reported "...close to touchdown I was getting bumped from side to side from crosswind gusts." The pilot said there were no mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind gusts and failure to maintain directional control during the landing rollout.

Findings

Environmental issues	Crosswind - Not specified
Environmental issues	Gusts - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Lack of action - Pilot
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	203 hours (Total, all aircraft), 70 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N1083
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-3535
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Franklin
ELT:		Engine Model/Series:	6A4165
Registered Owner:	Michael L Helburg	Rated Power:	
Operator:	Jon S Dunham	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Libby, MT (S59)	Type of Flight Plan Filed:	None
Destination:	Libby, MT (S59)	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	

Airport Information

Airport:	Libby Airport S59	Runway Surface Type:	Asphalt
Airport Elevation:	2601 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	48.283889,-115.49028

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Federal Aviation Administration; Helena, MT
Original Publish Date:	June 30, 2008
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.ntsb.gov/Docket?ProjectID=67925

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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](#).