



# Aviation Investigation Final Report

<b>Location:</b>	FORT PAYNE, Alabama	<b>Accident Number:</b>	ATL90LA143
<b>Date &amp; Time:</b>	July 15, 1990, 10:30 Local	<b>Registration:</b>	N9039K
<b>Aircraft:</b>	STINSON 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT DURING THE LANDING ROLL, ON RUNWAY 04. A GUST OF WIND LIFTED THE TAIL AS THE AIRPLANE SLOWED TO ABOUT 25 TO 30 MPH. HE REPORTED THE WIND AS LIGHT & VARIABLE WITH GUSTS OF UNKNOWN VELOCITY. WEATHER REPORTING STATIONS 30 & 20 MILES SW & SE OF THE FIELD REPORTED CALM WINDS & WESTERLY WINDS OF 5 KTS, RESPECTIVELY. IN HIS REPORT, THE PILOT SAID THE ACCIDENT COULD HAVE BEEN PREVENTED BY WAITING UNTIL TRAFFIC HAD CLEARED, & LANDED ON RUNWAY 22. AN FAA INSPECTOR STATED THAT THE PILOT DID NOT HOLD THE ELEVATOR CONTROL FULLY AFT DURING THE END OF THE LANDING ROLL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF A RUNWAY WHICH AFFORDED A TAILWIND, AND HIS IMPROPER USE OF THE ELEVATOR CONTROL DURING THE LANDING ROLL.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

- Findings
1. WEATHER CONDITION - TAILWIND

2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 2, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	356 hours (Total, all aircraft), 16 hours (Total, this make and model), 314 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 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>	N9039K
<b>Model/Series:</b>	108-1 108-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	108-2039
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2230 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4-150B3
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	WILLIAMS, J. FRED	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RMG ,644 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	10:48 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WEAVER , AL (25A )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(4A9 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	ISBELL FIELD 4A9	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	880 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.449687,-85.690048(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Preston

**Additional Participating Persons:**

**Original Publish Date:** December 30, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=8255>

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