



# Aviation Investigation Final Report

<b>Location:</b>	Coolin, Idaho	<b>Accident Number:</b>	WPR12CA148
<b>Date &amp; Time:</b>	March 25, 2012, 15:00 Local	<b>Registration:</b>	N97032
<b>Aircraft:</b>	Stinson 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that he did not call the destination airport for airport conditions. Upon arrival, he flew over the snow-covered runway to check the runway surface. He noted snowmobile tracks and patches of grass through the snow. After touching down, the airplane rolled for about 250 feet before the tires sunk into the snow. The airplane nosed over and came to rest on its back. The airplane’s right wing struts, vertical stabilizer, rudder and both wing tips were bent.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s decision to land on a snow-covered runway.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Snow/slush/ice covered surface - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
-----------------------------	--------------------------------------

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 7, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	100 hours (Total, all aircraft), 20 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stinson	<b>Registration:</b>	N97032
<b>Model/Series:</b>	108-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-1032
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>		<b>Engine Model/Series:</b>	6A4150 SERIES
<b>Registered Owner:</b>	Dallas W. Deardorff	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	Dallas W. Deardorff	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SZT,2131 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	14:55 Local	<b>Direction from Accident Site:</b>	145°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.67 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Spokane, WA (GEG )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Coolin, ID (66S )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Cavanaugh Bay Airport 66S	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	2484 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3100 ft / 120 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>	48.520557,-116.822776(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Struhsaker, James
<b>Additional Participating Persons:</b>	Stephen H Dunn; FAA; Spokane, WA
<b>Original Publish Date:</b>	May 15, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=83235">https://data.ntsb.gov/Docket?ProjectID=83235</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).