



Aviation Investigation Final Report

Location:	Lebanon, Indiana	Accident Number:	CEN13CA317
Date & Time:	June 4, 2013, 13:00 Local	Registration:	N677JD
Aircraft:	Stinson 108	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing to a grass runway 18, the airplane "swung" to the left. The pilot applied right rudder and brake; however, the airplane departed the runway and nosed over in the muddy field adjacent the runway. The left wing strut was bent. The pilot stated that there were no mechanical anomalies with the airplane at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain control of the airplane during the landing roll.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	50, 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:	April 18, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 3, 2013
Flight Time:	102 hours (Total, all aircraft), 26 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N677JD
Model/Series:	108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	108-416
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 10, 2013 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1963 Hrs as of last inspection	Engine Manufacturer:	FRANKLIN
ELT:	Installed	Engine Model/Series:	6A4150 SERIES
Registered Owner:	On file	Rated Power:	150 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:	KTYQ,922 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	21°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lebanon, IN (614)	Type of Flight Plan Filed:	None
Destination:	Lebanon, IN (614)	Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	

Airport Information

Airport:	Boone County Airport 614	Runway Surface Type:	Grass/turf
Airport Elevation:	959 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3600 ft / 30 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	40.007221,-86.440277(est)

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Daniel Keen; FAA Flight Standards District Office; Indianapolis, IN
Original Publish Date:	July 23, 2013
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=87093

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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](#).