



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	STERLING, IL	<b>Accident Number:</b>	CHI85LA061
<b>Date &amp; Time:</b>	12/01/1984, 1330 CST	<b>Registration:</b>	N9370K
<b>Aircraft:</b>	STINSON 108-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT GROUND LOOPED & CARTWHEELED WHILE LANDING DURING A PERSONAL FLT. THE PLT LACKED EXPERIENCE IN TAILWHEEL TYPE ACFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
2. (C) LACK OF EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, 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>	Seatbelt
<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 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/20/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	79 hours (Total, all aircraft), 9 hours (Total, this make and model), 38 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STINSON	<b>Registration:</b>	N9370K
<b>Model/Series:</b>	108-2 108-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-2
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/20/1983, Annual	<b>Certified Max Gross Wt.:</b>	1620 lbs
<b>Time Since Last Inspection:</b>	52 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1387 Hours	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4-165-B3
<b>Registered Owner:</b>	HUGH D. BROWNING	<b>Rated Power:</b>	165 hp
<b>Operator:</b>	HUGH D. BROWNING	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RFD, 736 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1450 CST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C / -6°C
Precipitation and Obscuration:			
Departure Point:	MT. MORRIS, IL (C55)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 CST	Type of Airspace:	Class D

## Airport Information

Airport:	WHITESIDE (SQJ)	Runway Surface Type:	Asphalt
Airport Elevation:	647 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6500 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES E SIEGMAN	Report Date:	
Additional Participating Persons:	LOUANN WILLIS; WEST CHICAGO, IL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).