



National Transportation Safety Board Aviation Accident Final Report

Location:	Fairbanks, AK	Accident Number:	ANC03LA010
Date & Time:	11/03/2002, 1038 AST	Registration:	N1933B
Aircraft:	Luscombe 8A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The solo commercial pilot was landing a wheel-equipped airplane on a paved, dry runway. The pilot reported that just after touchdown, he was requested by the tower controller to use, if possible, the first available exit off of the active runway. The pilot said that when he applied the airplane's toe brakes, the wheels stopped turning, and the airplane nosed over. The airplane sustained substantial damage to both wings, fuselage, and empennage. An FAA inspector examined the airplane and reported no preaccident mechanical anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of brakes during the landing roll, which resulted in the nose over of the airplane.

Findings

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

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On November 3, 2002, about 1038 Alaska standard time, a wheel-equipped Luscombe 8A airplane, N1933B, sustained substantial damage when it nosed over while landing on a paved, dry runway, at the Fairbanks International Airport, Fairbanks, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo commercial pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1030, from the Chena Marina Airport, Fairbanks.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge on November 4, the pilot reported that just after touchdown on runway 1R, he was requested by the Fairbanks Air Traffic Control Tower local controller to use, if possible, the first available exit off of the active runway. The pilot said that when he applied the airplane's toe brakes, the wheels stopped turning, and the airplane nosed over. The airplane sustained substantial damage to both wings, fuselage, and empennage.

A Federal Aviation Administration (FAA) operations inspector, Fairbanks Flight Standards District Office, inspected the airplane. He reported that there no preaccident mechanical anomalies noted with the accident airplane.

The pilot did not submit an NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1).

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/03/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3630 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Luscombe	Registration:	N1933B
Model/Series:	8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6360
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	David J. Misiuk	Rated Power:	65 hp
Operator:	David J. Misiuk	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAFA, 434 ft msl	Distance from Accident Site:	
Observation Time:	1049 AST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 7500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Fairbanks, AK (AK28)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (FAI)	Type of Clearance:	None
Departure Time:	1030 AST	Type of Airspace:	Class C

Airport Information

Airport:	Fairbanks International (FAI)	Runway Surface Type:	Asphalt
Airport Elevation:	434 ft	Runway Surface Condition:	Dry
Runway Used:	1R	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	Full Stop

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:	64.800000, -147.850000

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Report Date:	07/23/2003
Additional Participating Persons:	David W Lacey; Federal Aviation Administration; Fairbanks, AK		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).