



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Fairbanks, AK	<b>Accident Number:</b>	ANC03LA010
<b>Date &amp; Time:</b>	11/03/2002, 1038 AST	<b>Registration:</b>	N1933B
<b>Aircraft:</b>	Luscombe 8A	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3630 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Luscombe	<b>Registration:</b>	N1933B
<b>Model/Series:</b>	8A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	David J. Misiuk	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	A-65
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAFA, 434 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 7500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Fairbanks, AK (AK28)	<b>Destination:</b>	Fairbanks, AK (FAI)

## Airport Information

<b>Airport:</b>	Fairbanks International (FAI)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	1R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6500 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	64.800000, -147.850000		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Clinton O Johnson	<b>Adopted Date:</b>	07/23/2003
<b>Investigation Docket:</b>	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> .		

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.