



National Transportation Safety Board Aviation Accident Final Report

Location:	Libby, MT	Accident Number:	SEA08CA118
Date & Time:	05/02/2008, 1515 MDT	Registration:	N1083
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was in the process of lowering the tail to the ground after touchdown when the airplane veered to the right. Adding left rudder to counter the yaw was unsuccessful, and the airplane veered off the right side of the runway and nosed over. The pilot reported "...close to touchdown I was getting bumped from side to side from crosswind gusts." The pilot said there were no mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind gusts and failure to maintain directional control during the landing rollout.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	05/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	203 hours (Total, all aircraft), 70 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Stinson	Registration:	N1083
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	108-3535
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Franklin
ELT:	Not installed	Engine Model/Series:	6A4165
Registered Owner:	Michael L Helburg	Rated Power:	
Operator:	Jon S Dunham	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 300°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Libby, MT (S59)	Type of Flight Plan Filed:	None
Destination:	Libby, MT (S59)	Type of Clearance:	None
Departure Time:	1510 MDT	Type of Airspace:	

Airport Information

Airport:	Libby Airport (S59)	Runway Surface Type:	Asphalt
Airport Elevation:	2601 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Thomas Little	Adopted Date:	06/30/2008
Additional Participating Persons:	; Federal Aviation Administration; Helena, MT		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident docket 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.