



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | DEFUNIAK SPRING, Florida | Accident Number: | MIA83LA097 |
| Date & Time: | March 19, 1983, 14:30 Local | Registration: | N32260 |
| Aircraft: | STINSON 10A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE ENGINE FAILED IN CRUISE AT 4500 FT MSL. THE WEATHER WAS CLEAR AND THE PILOT COULD SEE THE AIRPORT BUT DID NOT TRY FOR IT BECAUSE OF THE INTERVENING TOWN. DURING THE LANDING OVER WIRES THE LANDING GEAR AND WINGS WERE DAMAGED. THE PILOT REPORTED THAT THERE WAS A HOLE IN THE TOP OF #3 CYLINDER & THERE WAS EVIDENCE OF VALVE FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY, VALVE, INTAKE - FAILURE, TOTAL
2. (C) ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: TAIL GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. (F) LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|----------------|
| Certificate: | Private | Age: | 28, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | August 4, 1981 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 251 hours (Total, all aircraft), 24 hours (Total, this make and model), 198 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | STINSON | Registration: | N32260 |
| Model/Series: | 10A 10A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 7908 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | December 21, 1982 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4504 Hrs | Engine Manufacturer: | FRANKLIN |
| ELT: | Installed, not activated | Engine Model/Series: | 4AC-199 |
| Registered Owner: | JOHN STEVEN RAYBURN | Rated Power: | 90 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | CEW ,218 ft msl | Distance from Accident Site: | 20 Nautical Miles |
| Observation Time: | 14:51 Local | Direction from Accident Site: | 280° |
| Lowest Cloud Condition: | Clear | Visibility | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 120° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 25°C / 7°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | MARIANNA , FL (MIA) | Type of Flight Plan Filed: | None |
| Destination: | BEAUMONT , TX | Type of Clearance: | None |
| Departure Time: | 13:50 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

| | | | |
|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 30.850439,-86.200683(est) |

Administrative Information

Investigator In Charge (IIC): Watson, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30859>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).