



Aviation Investigation Final Report

Location:	Jackson, Mississippi	Accident Number:	DFW06CA194
Date & Time:	July 29, 2006, 09:45 Local	Registration:	N6106
Aircraft:	Curtiss-Wright Travel Air 4000	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 1,300-hour instrument rated private pilot lost control of the tailwheel-equipped vintage airplane while landing to the southeast at his privately owned grass airstrip. The pilot reported that the single engine biplane swerved to the right during the takeoff roll and the airplane began turning to the left after the airplane became airborne. The pilot continued his climb until the airplane cleared the trees on the north side of the airstrip and allowed the airplane to continue the left turn until he was back over the runway. The pilot stated on the Pilot/Operator Aircraft Accident/Incident Report (NTSB form 6120.1) that while on short final to land, "the nose fell, I tried to add power but the engine hesitated and the airplane impacted the ground." The Federal Aviation Administration (FAA) inspector, who responded to the accident site, examined the airplane and found the main landing gear collapsed, as well as fire damage to the upper wing. The inspector was also able to establish flight control continuity. The examination also determined that during the impact sequence, an external engine oil line separated and oil was sprayed on the hot exhaust stack that initiated the post impact fire. The pilot reported that at the time of the mishap, the winds were variable at 2 knots. The winds at the nearest weather reporting facility, located 20 miles southeast of the accident site, were reporting the wind from 240 degrees at 3 knots at the time of the mishap.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed on final approach resulting in an inadvertent stall and a subsequent loss of control.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Occurrence #3: FIRE

Phase of Operation: OTHER

Findings

4. LUBRICATING SYSTEM,OIL LINE - FRACTURED

Factual Information

The 1,300-hour instrument rated private pilot lost control of the tailwheel-equipped vintage airplane while landing to the southeast at his privately owned grass airstrip. The pilot reported that the single engine biplane swerved to the right during the take-off roll and the airplane began turning to the left after the airplane became airborne. The pilot continued his climb until the airplane cleared the trees on the north side of the airstrip and allowed the airplane to continued the left turn until he was back over the runway. The pilot stated on the Pilot/Operator Aircraft Accident/Incident Report (NTSB form 6120.1) that while on short final to land, "the nose fell, I tried to add power but the engine hesitated and the airplane impacted the ground." A Federal Aviation Administration (FAA) inspector, who responded to the accident site, examined the airplane and found the main landing gear collapsed and fire damage to the upper wing. The inspector was also able to establish flight control continuity. The examination also determined that during the impact sequence, an external engine oil line separated and oil was sprayed on the hot engine exhaust stack that initiated the post impact fire. The pilot reported that at the time of the mishap, the winds were variable at 2 knots. The winds at the nearest weather reporting facility, located 20 miles southeast of the accident site, were reporting the wind from 240 degrees at 3 knots at the time of the mishap.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	1300 hours (Total, all aircraft), 18 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Curtiss-Wright	Registration:	N6106
Model/Series:	Travel Air 4000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	604
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	March 1, 2006 Annual	Certified Max Gross Wt.:	2702 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	670-6m
Registered Owner:	John E. Mosley	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHKS,342 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jackson, MS	Type of Flight Plan Filed:	None
Destination:	Jackson, MS	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach: None
Runway Length/Width:	VFR Approach/Landing: Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.451667,-90.363891

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	Frank Mahaffey; Jackson, MS
Original Publish Date:	November 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64218

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](#).