Aviation Investigation Final Report

Location:	Pompton Plains, New Jersey	**Accident Number:**	NYC07CA101
Date & Time:	April 20, 2007, 14:20 Local	**Registration:**	N6513M
Aircraft:	Stinson 108-3	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot serviced the 1949 Stinson 108-3 with 24 gallons of automotive fuel on the morning of the accident flight. He checked the fuel for the presence of water or debris, performed "a simple alcohol test," and noted no problems. The engine started "perfectly," and he did not note any anomalies during the runup check. At the beginning of the takeoff roll, the engine power was "good," but once airborne, the engine began running "unusually." The pilot looked down at the tachometer and noticed that the rpm had decreased by 300. He checked that the throttle and mixture controls were both in the forward position. As the engine power continued to decrease, the pilot knew he could not turn the airplane back to the runway and would not clear the tops of the trees ahead, so he flew toward a gap in the trees. He attempted to keep the airplane flying as long as he could, but ultimately it entered a "controlled stall," and descended into a power line. The airplane then impacted the ground, erupted in flames, and was consumed by a postimpact fire. Examination of the remaining portions of the engine revealed no evidence of any preimpact mechanical deficiencies. A sample of fuel from the container used to service the airplane was examined, and found absent of debris or water.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during the initial climb for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings
2. STALL

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings
3. OBJECT - WIRE,STATIC

Factual Information

According to the pilot, he serviced the 1949 Stinson 108-3 with 24 gallons of automotive fuel on the morning of the accident flight. He checked the fuel for the presence of water or debris, performed "a simple alcohol test," and noted no problems. The engine started "perfectly," and he did not note any anomalies during the runup check. At the beginning of the takeoff roll, the engine power was "good," but once airborne, the engine began running "unusually." The pilot looked down at the tachometer and noticed that the rpm had decreased by 300. He checked that the throttle and mixture controls were both in the forward position. As the engine power continued to decrease, the pilot knew he could not turn the airplane back to the runway and would not clear the tops of the trees ahead, so he flew toward a gap in the trees. He attempted to keep the airplane flying as long as he could, but ultimately it entered a "controlled stall," and descended into a power line. The airplane then impacted the ground, erupted in flames, and was consumed by a postimpact fire. Examination of the remaining portions of the engine revealed no evidence of any preimpact mechanical deficiencies. A sample of fuel from the container used to service the airplane was examined, and found absent of debris or water.

Pilot Information

Certificate:	Airline transport	**Age:**	46,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
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 1	**Last FAA Medical Exam:**	November 1, 2006
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	December 1, 2006
Flight Time:	10500 hours (Total, all aircraft), 400 hours (Total, this make and model), 133 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	**Registration:**	N6513M
Model/Series:	108-3	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	4513
Landing Gear Type:	Tailwheel	**Seats:**	
Date/Type of Last Inspection:	May 1, 2007 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3523 Hrs at time of accident	**Engine Manufacturer:**	Franklin
ELT:	Installed	**Engine Model/Series:**	6A4-165-B3
Registered Owner:	On file	**Rated Power:**	
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Lincoln Park, NJ (N07)	**Type of Flight Plan Filed:**	None
Destination:	Keene, NH (EEN)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Destroyed
Passenger Injuries:	1 Minor	**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	40.947498,-74.314445

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Charles A Emering; FAA/FSDO; Teterboro, NJ
Original Publish Date:	June 27, 2007
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.ntsb.gov/Docket?ProjectID=65614