



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.nts.gov/Docket?ProjectID=65614

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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](#).