



Aviation Investigation Final Report

Location:	Pickwick, Minnesota	Accident Number:	CEN09CA322
Date & Time:	May 17, 2009, 16:20 Local	Registration:	N31584
Aircraft:	Stinson 10A	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while on a pleasure flight the airplane's engine sputtered and lost power. He said that he checked the magnetos, applied carburetor heat and checked the fuel selector in an attempt to restore engine power. Engine power was not restored and the pilot executed a forced landing to a field. During the landing, the airplane struck trees, resulting in substantial damage. The pilot noted that after the accident there were no apparant preimpact visible defects that would account for the loss of engine power. A separate examination of the airplane subsequent to the accident revealed no anomalies that would account for the loss of engine power.

Probable Cause and Findings

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

Findings

Aircraft	(general) - Failure
Not determined	(general) - Unknown/Not determined
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Enroute-cruise	Loss of engine power (total) (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 12, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, all aircraft), 5 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N31584
Model/Series:	10A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7833
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed	Engine Model/Series:	4AC199D&E SER
Registered Owner:	On file	Rated Power:	90 Horsepower
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:	ONA,656 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	18°C / -4°C
Precipitation and Obscuration:			
Departure Point:	Lacrosse, WI (LSE)	Type of Flight Plan Filed:	None
Destination:	Winona, MN (ONA)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

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:	43.979999,-91.496391

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Tom Hoddenfeld; FAA-Minneapolis FSDO; Minneapolis, MN
Original Publish Date:	August 13, 2009
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=73924

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](#).