



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Macon, MS	<b>Accident Number:</b>	ERA15LA201
<b>Date &amp; Time:</b>	04/15/2015, 1900 CDT	<b>Registration:</b>	N9799G
<b>Aircraft:</b>	UNIVERSAL STINSON 108-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot departed on a short personal flight to a private runway in his tailwheel-equipped airplane. He reported that the engine began to run roughly and lost partial power as the airplane neared the destination. Realizing that he would not be able to reach the runway, he chose to perform a precautionary landing to a nearby road. The pilot stated that, during the landing approach, he did not observe any traffic on the road; however, the airplane touched down and came to rest on top of a truck, resulting in substantial damage.

The engine was not examined after the accident; therefore, the reason for the loss of engine power could not be determined. A carburetor icing probability chart indicated a potential for serious icing at glide power given the weather conditions at the time of the accident; however, the pilot did not indicate if he used carburetor heat during the flight. Thus, it could not be determined whether carburetor icing contributed to the loss of engine power.

## Probable Cause and Findings

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

A partial loss of engine power for reasons that could not be determined based on the available information.

## Findings

Environmental issues	Ground vehicle - Contributed to outcome
Not determined	Not determined - Unknown/Not determined (Cause)

## Factual Information

On April 15, 2015, about 1900 central daylight time, a Universal Stinson 108-1, N9799G, was substantially damaged when it contacted a vehicle during a precautionary landing on a road near Macon, Mississippi. Neither the private pilot onboard the airplane nor the driver of the vehicle were injured. The airplane was owned and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which departed Macon Municipal Airport (2OM), about 1845 and was destined for a private runway also located in Macon.

The pilot reported that he was nearing his destination when the engine began to run rough. Realizing he would not be able to reach the runway, he elected to perform a precautionary landing to a nearby road. The pilot stated that, throughout the landing approach, he did not observe any traffic on the road; however, the airplane touched down and came to rest on top of a truck, resulting in substantial damage to the fuselage and right wing strut. The pilot did not indicate whether he had applied carburetor heat during the flight. There was no examination of the airplane or engine following the accident. The pilot reported that he departed on the flight with 30 gallons of fuel on board.

The pilot held a private pilot certificate with a rating for airplane single-engine land. His most recent Federal Aviation Administration third-class medical certificate was issued in January 2015. He reported 673 total hours of flight experience, of which 570 hours were in the accident airplane.

The tailwheel-equipped airplane was manufactured in 1947 and was equipped with a Franklin 6A4-150-B3, 150-horsepower reciprocating engine. The pilot reported that the airplane's total airframe and engine time was 1,101.7 hours. The most recent annual inspection was completed on February 16, 2015, about 11 flight hours before the accident.

The weather conditions reported at Golden Triangle Regional Airport (GTR), Columbus, Mississippi, at 1850 included wind from 170° at 6 knots, 10 miles visibility, scattered clouds at 6,000 ft above ground level, temperature 24°C, dew point 17°C, and an altimeter setting of 29.98 inches of mercury. A carburetor icing probability chart indicated a potential for serious icing at glide power given the atmospheric conditions present at the time of the accident.

## History of Flight

Enroute-descent	Loss of engine power (partial) (Defining event)
Landing-flare/touchdown	Off-field or emergency landing Collision with terr/obj (non-CFIT)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Unknown	<b>Last FAA Medical Exam:</b>	01/07/2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	11/01/2014
<b>Flight Time:</b>	673 hours (Total, all aircraft), 570 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	UNIVERSAL STINSON	<b>Registration:</b>	N9799G
<b>Model/Series:</b>	108-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	108-993
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/16/2015, Annual	<b>Certified Max Gross Wt.:</b>	2401 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1101.7 Hours at time of accident	<b>Engine Manufacturer:</b>	FRANKLIN
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	6A4150 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGTR, 264 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	2350 UTC	Direction from Accident Site:	356°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	24° C / 17° C
Precipitation and Obscuration:			
Departure Point:	Macon, MS (20M)	Type of Flight Plan Filed:	None
Destination:	Macon, MS (n/a)	Type of Clearance:	None
Departure Time:	1845 CDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.105833, -88.556389

## Administrative Information

Investigator In Charge (IIC):	Allison N Diaz	Report Date:	04/13/2020
Additional Participating Persons:	Robert F Mahaffey; FAA/FSDO; Jackson, MS		
Publish Date:	04/13/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91098">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91098</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).