



National Transportation Safety Board Aviation Accident Final Report

Location:	HOOD RIVER, OR	Accident Number:	SEA83LA026
Date & Time:	12/01/1982, 0830 PST	Registration:	N9415K
Aircraft:	STINSON 108-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE AIRCRAFT WAS HEAVILY LOADED AND TOOK LONGER THAN NORMAL FOR TAKEOFF. THE ACCELERATION WAS MARGINAL. AT THE END OF THE RUNWAY, WHEN THE PILOT PULLED UP OVER THE WIRES, THE AIRSPEED DECAYED. THE PILOT MANEUVERED TO AVOID HOUSES AND LARGE TREES AND FLEW INTO SMALL TREES WHEN THE AIRCRAFT WOULD NOT CLIMB. THE MOST RECENT ANNUAL INSPECTION WAS DATED 6/11/78. THE AIRCRAFT PREVIOUSLY ENCOUNTERED MECHANICAL DIFFICULTIES ON ITS FERRY FLIGHT FROM PALMER, AK, BUT NO MECHANICAL PROBLEMS WERE REPORTED ON THIS FLIGHT. THE PREVIOUS DIFFICULTIES INCLUDED MAGNETO AND BRAKE FAILURES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MANAGEMENT
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/14/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N9415K
Model/Series:	108-2 108-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1082415
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2078 lbs
Time Since Last Inspection:	57 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3393 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed	Engine Model/Series:	GA4-165-B3
Registered Owner:	TONY R. DRESSEL	Rated Power:	
Operator:	TONY R. DRESSEL	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	40° C / 0° C
Precipitation and Obscuration:			
Departure Point:	HOOD RIVER, OR (4S2)	Type of Flight Plan Filed:	None
Destination:	CHEHALEM, OR (C)	Type of Clearance:	None
Departure Time:	0830	Type of Airspace:	

Airport Information

Airport:	HOOD RIVER (4S2)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3040 ft / 75 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/01/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).