



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                   |                         |            |
|--------------------------------|-----------------------------------|-------------------------|------------|
| <b>Location:</b>               | HOOD RIVER, OR                    | <b>Accident Number:</b> | SEA83LA026 |
| <b>Date &amp; Time:</b>        | 12/01/1982, 0830 PST              | <b>Registration:</b>    | N9415K     |
| <b>Aircraft:</b>               | STINSON 108-2                     | <b>Injuries:</b>        | 1 None     |
| <b>Flight Conducted Under:</b> | 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

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)

## Pilot Information

|                                  |                                 |                              |      |
|----------------------------------|---------------------------------|------------------------------|------|
| <b>Certificate:</b>              | Private                         | <b>Age:</b>                  | 41   |
| <b>Airplane Rating(s):</b>       | Single-engine Land              | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> |                                 | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 350 hours (Total, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                |                                   |                      |                 |
|--------------------------------|-----------------------------------|----------------------|-----------------|
| Aircraft Make:                 | STINSON                           | Registration:        | N9415K          |
| Model/Series:                  | 108-2 108-2                       | Engines:             | 1 Reciprocating |
| Operator:                      | TONY R. DRESSEL                   | Engine Manufacturer: | FRANKLIN        |
| Operating Certificate(s) Held: |                                   | Engine Model/Series: | GA4-165-B3      |
| Flight Conducted Under:        | Part 91: General Aviation - Ferry |                      |                 |

## Meteorological Information and Flight Plan

|                                  |                      |                              |                   |
|----------------------------------|----------------------|------------------------------|-------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:          | Day               |
| Observation Facility, Elevation: | , 0 ft msl           | Weather Information Source:  | Unknown           |
| Lowest Ceiling:                  | Unknown / 0 ft agl   | Wind Speed/Gusts, Direction: | 10 knots / , 270° |
| Temperature:                     | 40° C                | Visibility                   | 30 Miles          |
| Precipitation and Obscuration:   |                      |                              |                   |
| Departure Point:                 | HOOD RIVER, OR (4S2) | Destination:                 | CHEHALEM, OR (C)  |

## Airport Information

|                      |                  |                           |         |
|----------------------|------------------|---------------------------|---------|
| Airport:             | HOOD RIVER (4S2) | Runway Surface Type:      | Asphalt |
| Runway Used:         | 25               | Runway Surface Condition: | Dry     |
| Runway Length/Width: | 3040 ft / 75 ft  |                           |         |

## 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        |
| Latitude, Longitude: |        |                     |             |

## Administrative Information

|                               |  |            |
|-------------------------------|--|------------|
| Investigator In Charge (IIC): | Adopted Date:  | 12/01/1983 |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |            |

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