



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Regent, North Dakota	Accident Number:	CEN23LA058
Date & Time:	December 3, 2022, 16:09 Local	Registration:	N7659X
Aircraft:	Stinson 108-3	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while maneuvering the airplane at low altitude to observe sculptures on the ground, he did not see the high-tension wires due to diverted attention and the setting sun. The airplane collided with the wires, the vertical stabilizer sheared off, and the engine seized. Subsequently, the airplane impacted terrain. The empennage and left wing sustained substantial damage. The pilot reported there were no mechanical malfunctions or failures that would have precluded normal operations.

Probable Cause and Findings

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

The pilot failed to maintain clearance from high tension wires while maneuvering at low altitude.

Findings

Aircraft	Altitude - Not attained/maintained
Environmental issues	Wire - Awareness of condition
Personnel issues	Monitoring environment - Pilot

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event (Defining event)
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Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 9, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 23, 2021
Flight Time:	357.3 hours (Total, all aircraft), 285 hours (Total, this make and model), 276.9 hours (Pilot In Command, all aircraft), 1.2 hours (Last 90 days, all aircraft), 1.2 hours (Last 30 days, all aircraft), 1.2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stinson	Registration:	N7659X
Model/Series:	108-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	1084859
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 5, 2022 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1856.4 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-435-C
Registered Owner:	On file	Rated Power:	190 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KDIK, 2583 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	334°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	-6°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mott, ND (3P3)	Type of Flight Plan Filed:	None
Destination:	Mott, ND (3P3)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	46.428057, -102.52786

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Michael P. Linden; FAA; Fargo, ND
Original Publish Date:	March 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106415

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](#).