



Aviation Investigation Factual Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Forest Lake, Minnesota | Accident Number: | CHI02LA160 |
| Date & Time: | June 9, 2002, 14:20 Local | Registration: | N8717H |
| Aircraft: | Navion Navion A | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Factual Information

On June 9, 2002, at 1420 central daylight time, a Navion Navion A, N8717H, piloted by a private pilot was substantially damaged when it struck power lines and subsequently impacted terrain during takeoff and climb from runway 13 (2,650 feet by 150 feet, turf) at the Forest Lake Airport (25D), Forest Lake, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot and passenger received minor injuries. The flight was originating at the time of the accident and was en route to the Council Bluffs Municipal Airport (CBF), Council Bluffs, Iowa.

The pilot stated in a written statement, "Acceleration slow. Lift off [at] 75 mph. Climb slow. Avoided obstructions except for power line. The left main gear struck power line. This spun aircraft 180 [degrees]. Aircraft landed in marsh across the road from the airport."

The pilot reported that the runway surface was "moist" at the time of the accident.

No anomalies with respect to the airframe, power plant, or systems were determined to have existed prior to the accident.

Pilot Information

| | | | |
|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 71, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | October 11, 2000 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | January 11, 2002 |
| Flight Time: | 711 hours (Total, all aircraft), 115 hours (Total, this make and model), 539 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Navion | Registration: | N8717H |
| Model/Series: | Navion A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 4-717 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | May 28, 2002 Annual | Certified Max Gross Wt.: | 3000 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4043 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | E-225 |
| Registered Owner: | Robert Douglas Sellers | Rated Power: | 225 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ANE, 912 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 13:55 Local | Direction from Accident Site: | 30° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 17 knots / 22 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 140° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.87 inches Hg | Temperature/Dew Point: | 29°C / 21°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Forest Lake, MN (25D) | Type of Flight Plan Filed: | None |
| Destination: | Council Bluffs, IA (CBF) | Type of Clearance: | None |
| Departure Time: | 14:20 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|------------|
| Airport: | FOREST LAKE 25D | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 925 ft msl | Runway Surface Condition: | Soft |
| Runway Used: | 31 | IFR Approach: | None |
| Runway Length/Width: | 2650 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

| | | | |
|----------------------------|---------|-----------------------------|--------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 45.269691,-92.98056(est) |

Administrative Information

Investigator In Charge (IIC): BRANNEN, JOHN

Additional Participating Persons: Larry Landis; Federal Aviation Administration; Minneapolis, MN

Report Date: September 23, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=54917>

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](#).