



Aviation Investigation Final 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		

Analysis

The airplane was damaged when it impacted terrain following a collision with power lines on takeoff from the soft runway (2,650 feet by 150 feet, turf). The pilot reported that the airplane was slow in accelerating and that after lift off the airplane's left main landing gear snagged a power line. No anomalies with respect to the airframe, power plant, or systems were determined to have existed prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not performing an aborted takeoff. The soft turf runway and power lines were contributing factors.

Findings

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

Findings

1. (F) TERRAIN CONDITION - GRASS
 2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. (F) TERRAIN CONDITION - SOFT
 4. (F) OBJECT - WIRE, TRANSMISSION
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

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

Original Publish Date: November 4, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

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

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