



Aviation Investigation Final Report

Location:	Port Orchard, Washington	Accident Number:	SEA05CA174
Date & Time:	August 12, 2005, 18:00 Local	Registration:	N1622T
Aircraft:	Navion Navion G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, after he performed a pre-flight inspection of the airplane, he started it and taxied it out of the hangar. The passenger boarded the airplane after closing and locking the hangar doors. The pilot stated that his normal practice was to retract the flaps upon engine start. However, in this case, he intentionally kept the flaps down after engine start in order to allow the passenger to use the steps in the flap to board the airplane. Checking the flap setting before takeoff was not on his checklist, and he did not raise the flaps prior to takeoff. During the takeoff roll, the pilot "noticed the aircraft wanting to rotate prematurely" and held the nose down until he obtained an airspeed of 70 mph. When he rotated, he found the yoke was "heavy," and the airplane "was not gaining airspeed or much altitude." At midfield with an airspeed of approximately 80 mph and an altitude of approximately 50 feet, he elected to abort the takeoff. After touching down, he "didn't have much runway left." The pilot applied the brakes. However, the airplane departed the runway, and the right wing struck a chain link fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the takeoff which resulted in a runway overrun. A contributing factor was the pilot's failure to raise the flaps prior to takeoff.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Factual Information

On August 12, 2005, at 1800 Pacific daylight time, a Navion G airplane, N1622T, sustained substantial damage when it overran the runway and struck a fence during an aborted takeoff. The private pilot and his passenger were not injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed and no flight plan was filed for the 14 CFR Part 91 personal local flight. The flight was originating when the accident occurred.

According to the pilot, after he performed a pre-flight inspection of the airplane, he started it and taxied it out of the hangar. The passenger boarded the airplane after closing and locking the hangar doors. The pilot stated that his normal practice was to retract the flaps upon engine start. However, in this case, he intentionally kept the flaps down after engine start in order to allow the passenger to use the steps in the flap to board the airplane. Checking the flap setting before takeoff was not on his checklist, and he did not raise the flaps prior to takeoff.

During the takeoff roll, the pilot "noticed the aircraft wanting to rotate prematurely" and held the nose down until he obtained an airspeed of 70 mph. When he rotated, he found the yoke was "heavy," and the airplane "was not gaining airspeed or much altitude." At midfield with an airspeed of approximately 80 mph and an altitude of approximately 50 feet, he elected to abort the takeoff. After touching down, he "didn't have much runway left." The pilot applied the brakes. However, the airplane departed the runway, and the right wing struck a chain link fence. A small fire started at the right tip tank, which was quickly extinguished by a witness. According to the pilot, the right tip tank was damaged beyond repair. Additionally, approximately 10 inches of the right wing leading edge were crushed, and there were tears in the lower wing skin beneath the impact area.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	September 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	394 hours (Total, all aircraft), 48 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Navion	Registration:	N1622T
Model/Series:	Navion G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2468
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520-B
Registered Owner:	David J. Roskoph	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Port Orchard, WA (4WA9)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Port Orchard 4WA9	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	47.43222,-122.66778

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons:

Original Publish Date: October 27, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=62267>

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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](#).