



# Aviation Investigation Final Report

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<b>Location:</b>	Cove, Oregon	<b>Accident Number:</b>	GAA19CA450
<b>Date &amp; Time:</b>	July 19, 2019, 13:30 Local	<b>Registration:</b>	N1330J
<b>Aircraft:</b>	Rockwell 112A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during takeoff from a 2,000-ft-long grass runway, "the airspeed indication was not showing a comfortable amount of increase." He aborted the takeoff and applied brakes, but the airplane overran the runway. The left wing impacted a pole, and the airplane came to rest in brush near the runway.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's delayed decision to abort the takeoff from a grass runway, which resulted in a runway overrun and subsequent impact with a pole.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Delayed action - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Pole - Effect on equipment
<b>Environmental issues</b>	Soft surface - Effect on operation

## Factual Information

### History of Flight

<b>Takeoff</b>	Miscellaneous/other
<b>Takeoff-rejected takeoff</b>	Attempted remediation/recovery
<b>Takeoff-rejected takeoff</b>	Runway excursion (Defining event)
<b>Takeoff-rejected takeoff</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 31, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 15, 2019
<b>Flight Time:</b>	(Estimated) 6750 hours (Total, all aircraft), 48.7 hours (Total, this make and model), 6600 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1.8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N1330J
<b>Model/Series:</b>	112A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	330
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 24, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1600 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-540-G1B5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLGD,2717 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	20:56 Local	<b>Direction from Accident Site:</b>	255°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Quincy, WA (80T )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Cove, OR (7OR0)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Minam Lodge 7OR0	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	3589 ft msl	<b>Runway Surface Condition:</b>	Rough;Soft;Wet
<b>Runway Used:</b>	N	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 40 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	45.354167,-117.633331(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Brian Lord; FAA; Boise, ID
<b>Original Publish Date:</b>	December 2, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99921">https://data.nts.gov/Docket?ProjectID=99921</a>

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