



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ZIONSVILLE, IN	<b>Accident Number:</b>	CHI96LA071
<b>Date &amp; Time:</b>	01/04/1996, 1835 EST	<b>Registration:</b>	N111UC
<b>Aircraft:</b>	Piper PA-31-350	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On January 4, 1996, at 1835 eastern standard time (est), a Piper PA-31-350, N111UC, registered to Executive Aviation Group, was substantially damaged following a loss of control during the landing roll on runway 36 (5,500'x 100'), at the Indianapolis Terry Airport, Indianapolis, Indiana. The airline transport pilot reported no injuries. The 14 CFR Part 91 flight was operating in instrument meteorological conditions. An IFR flight plan had been filed. The flight originated from Cleveland, Ohio, at 1730 est.

According to the pilot's written statement, while executing the ILS approach to runway 36, he gained visual contact with the runway two miles out. He also stated that during landing, the left main wheel stuck deep snow and the airplane turned to the left exiting the left side of the runway.

Post accident examination of the airplane by the Federal Aviation Administration Principal Maintenance Inspector (PMI), stated that the airplane touched down 42 feet left of centerline and 8 feet right of the runway edge which was covered by approximately 30 inch deep snowdrifts. The PMI stated that the pilot allowed the airplane to drift left about 500 feet down the runway where the left gear encountered the snowdrifts causing the airplane to turn left and become totally engulfed in the deep snow. The airport manager/owner stated that a NOTAM (D) was issued for 2 foot snow banks at the sides with 75 feet width cleared for the runway used. The runway surface was covered with 1 3/4 inches of dry powdery snow.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/26/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 600 hours (Total, this make and model), 5200 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N111UC
<b>Model/Series:</b>	PA-31-350 PA-31-350	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-7952190
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	10/13/1995, Annual	<b>Certified Max Gross Wt.:</b>	7400 lbs
<b>Time Since Last Inspection:</b>	75 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3345 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540
<b>Registered Owner:</b>	EXECUTIVE AVIATION GROUP	<b>Rated Power:</b>	350 hp
<b>Operator:</b>	EXECUTIVE AVIATION GROUP	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	IND, 797 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1756 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Thin Overcast / 600 ft agl	Visibility	0.25 Miles
Lowest Ceiling:	Obscured / 700 ft agl	Visibility (RVR):	2000 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-6° C / -7° C
Precipitation and Obscuration:			
Departure Point:	CLEVELAND, OH (IGI)	Type of Flight Plan Filed:	IFR
Destination:	, IN (I52)	Type of Clearance:	IFR
Departure Time:	1630 EST	Type of Airspace:	Class C

## Airport Information

Airport:	INDIANAPOLIS TERRY (I52)	Runway Surface Type:	Concrete
Airport Elevation:	922 ft	Runway Surface Condition:	Snow--dry
Runway Used:	36	IFR Approach:	ILS
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TODD J CARLSON
Additional Participating Persons:	ROBERT J BISSONNETTE; INDIANAPOLIS, IN
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .