



National Transportation Safety Board Aviation Accident Final Report

Location:	ZIONSVILLE, IN	Accident Number:	CHI96LA071
Date & Time:	01/04/1996, 1835 EST	Registration:	N111UC
Aircraft:	Piper PA-31-350	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot said while on the ILS approach for runway 36 (5,500' x 100'), he had visual contact with the runway two miles out. The airplane touched down 42 feet left of centerline and 8 feet right of the runway edge where the airplane contacted 30-inch deep snowdrifts. There was a NOTAM (D) issued for the snow banks on the sides of the runway and a 75-foot width clearing between the snow banks.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to properly align the airplane for a safe landing on the runway. Related factors were: the pilot's inadequate preflight planning/preparation, snow, the snow-covered runway, and snowbanks on the sides of the runway.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - SNOW
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
5. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

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

Certificate:	Airline Transport; Flight Engineer	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/26/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Piper	Registration:	N111UC
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7952190
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	10/13/1995, Annual	Certified Max Gross Wt.:	7400 lbs
Time Since Last Inspection:	75 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3345 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540
Registered Owner:	EXECUTIVE AVIATION GROUP	Rated Power:	350 hp
Operator:	EXECUTIVE AVIATION GROUP	Operating Certificate(s) Held:	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	Report Date:	05/09/1996
Additional Participating Persons:	ROBERT J BISSONNETTE; INDIANAPOLIS, IN		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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