



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW CARLISLE, OH	Accident Number:	BF093LA152
Date & Time:	09/02/1993, 0820 EDT	Registration:	N56975
Aircraft:	PIPER PA-28	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACCORDING TO THE PILOT, AS THE AIRPLANE WAS ACCELERATING FOR TAKEOFF, IT BECAME AIRBORNE BRIEFLY, THEN IT SETTLED BACK ONTO THE RUNWAY. HE REPORTED THAT HE ABORTED THE TAKEOFF, BUT THE AIRPLANE EXITED THE END OF THE RUNWAY. ACCORDING TO THE FAA, THE PILOT WAS TAKING OFF FOR THE FIRST TIME WITH A PASSENGER AT THIS AIRPORT AND WAS NOT USING FLAPS. REPORTEDLY, THE PILOT STATED THAT HE DID NOT HAVE ENOUGH AIRSPEED TO CONTINUE THE TAKEOFF, SO HE ABORTED THE TAKEOFF ABOUT TWO-THIRDS OF THE WAY DOWN THE 2000 FOOT LONG RUNWAY. THE AIRPLANE THEN VEERED TO THE LEFT AND STRUCK THE RUNWAY LIGHTS. THE PILOT REPORTED THAT THERE WAS NO MECHANICAL MALFUNCTION, AND THE ACCIDENT COULD HAVE BEEN PREVENTED IF THE RUNWAY WAS LONGER AND A SHORTFIELD TAKEOFF WAS EXECUTED.

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, AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE ABORTED TAKEOFF.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. OBJECT - RUNWAY LIGHT
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On Thursday, September 2, 1993, at 0820 eastern daylight time, N56975, a Piper PA-28-140, owned and operated by Arthur Chuck of Beaver Creek, Ohio, collided with the ground during an aborted takeoff on runway 27 at Andy Barnhart Airport, New Carlisle, Ohio. Instrument meteorological conditions prevailed and an Instrument Flight Rules (IFR) flight plan had been filed. The certificated private pilot and his passenger were not injured. The personal flight was conducted under 14 CFR 91, and the intended destination was St Charles, Missouri.

According to the pilot, he had completed his preflight inspection and run-up successfully. He stated that during the ground run, "the aircraft rotated then settled back on the runway. The takeoff was aborted and the aircraft exited the end of the runway."

According to the FAA, the pilot was taking off on runway 27 that is 2000 feet long. The pilot reported to the FAA that he did not have enough airspeed, so he aborted the takeoff. The airplane touched down 2/3 down the runway, veered to the left, and collided with the runway lights. The pilot stated that this was his first takeoff at this airport with a passenger, and he did not use any flaps. The pilot reported that there was no mechanical malfunction and the accident could have been prevented if the runway was longer, and a shortfield takeoff was executed.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/07/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	240 hours (Total, all aircraft), 185 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N56975
Model/Series:	PA-28 PA-28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7425074
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/08/1992, Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2910 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-E3D
Registered Owner:	LINN A CHUCK	Rated Power:	150 hp
Operator:	ARTHUR CHUCK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAY, 1009 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0750 EDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Unknown / 14000 ft agl	Visibility	1.5 Miles
Lowest Ceiling:	Overcast / 14000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C / 21 °C
Precipitation and Obscuration:			
Departure Point:	(I11)	Type of Flight Plan Filed:	VFR/IFR
Destination:	ST CHARLES, MO (3SQ)	Type of Clearance:	IFR
Departure Time:	0820 EDT	Type of Airspace:	Class G

Airport Information

Airport:	ANDY BARNHART (I11)	Runway Surface Type:	Asphalt
Airport Elevation:	900 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2000 ft / 15 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON,	Report Date:	11/10/1994
Additional Participating Persons:	ERIC APONTE; CINCINATTI, OH		
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.nts.gov/pubdms/ .		

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