



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NEW CARLISLE, OH	<b>Accident Number:</b>	BFO93LA152
<b>Date &amp; Time:</b>	09/02/1993, 0820 EDT	<b>Registration:</b>	N56975
<b>Aircraft:</b>	PIPER PA-28	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N56975
<b>Model/Series:</b>	PA-28 PA-28	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ARTHUR CHUCK	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E3D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DAY, 1009 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 14000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 140°
<b>Temperature:</b>	21° C	<b>Visibility</b>	1.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(I11)	<b>Destination:</b>	ST CHARLES, MO (3SQ)

## Airport Information

<b>Airport:</b>	ANDY BARNHART (I11)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2000 ft / 15 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BEVERLEY JOHNSON,	<b>Adopted Date:</b>	11/10/1994
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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> .		

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