



# Aviation Investigation Final Report

<b>Location:</b>	CAROLLTON, Ohio	<b>Accident Number:</b>	BF092LA068
<b>Date &amp; Time:</b>	May 17, 1992, 08:30 Local	<b>Registration:</b>	N6105P
<b>Aircraft:</b>	PIPER PA-24-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT ATTEMPTED TO HAND PROP THE ENGINE WITH HIS WIFE, A NON-PILOT, IN THE RIGHT FRONT SEAT. HE STATED THAT HE 'SET THE PARK BRAKE' AND EXITED THE AIRPLANE. AFTER THE THIRD ATTEMPT THE AIRPLANE STARTED. THE PILOT TRIED TO STOP THE AIRPLANE BY PUSHING AGAINST THE LEADING EDGE OF THE RIGHT WING, BUT HE WAS UNSUCCESSFUL. THE AIRPLANE ACCELERATED ACROSS THE RAMP WHERE IT COLLIDED WITH ANOTHER PIPER AIRPLANE WHICH STRUCK A CESSNA 172. ACCORDING TO THE FAA FLIGHT TRAINING HANDBOOK, IT IS RECOMMENDED THAT AN ENGINE NEVER BE 'HAND PROPPED' UNLESS A QUALIFIED PERSON THOROUGHLY FAMILIAR WITH THE OPERATION OF ALL THE CONTROLS IS SEATED AT THE CONTROLS AND THE BRAKES ARE SET.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE STARTING PROCEDURE.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. (C) STARTING PROCEDURE - INADEQUATE - PILOT IN COMMAND

2. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADEQUATE - PILOT IN COMMAND
3. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

Findings

4. OBJECT - AIRCRAFT PARKED/STANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 26, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1878 hours (Total, all aircraft), 1832 hours (Total, this make and model), 1666 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 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>	N6105P
<b>Model/Series:</b>	PA-24-180 PA-24-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1203
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 11, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2770 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-AIA
<b>Registered Owner:</b>	WILLIAM OLIVER CARMAN	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	WILLIAM OLIVER CARMAN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<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>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TORONTO , OH (IG8 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TOLSON , OH (TSO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	TOLSON TSO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.570499,-81.089996(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Beverley
<b>Additional Participating Persons:</b>	KEN PERROZ; CLEVELAND , OH
<b>Original Publish Date:</b>	June 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11792">https://data.nts.gov/Docket?ProjectID=11792</a>

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