



Aviation Investigation Final Report

Location:	GREENWOOD, Indiana	Accident Number:	CHI85LA382
Date & Time:	September 19, 1985, 19:40 Local	Registration:	N2359T
Aircraft:	NAVION 61G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT LANDED LONG ON THE 4000 FT ASPHALT RWY. HE STATED HE WAS APPLYING HEAVY BRAKING WHEN HIS FOOT SLIPPED CAUSING HIM TO STRIKE AND ADVANCE THE THROTTLE. THE ACFT ROLLED OFF THE END OF THE RWY INTO A CORN FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. (C) THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	June 29, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1105 hours (Total, all aircraft), 146 hours (Total, this make and model), 962 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N2359T
Model/Series:	61G 61G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV42359
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	June 10, 1985 Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-470-H
Registered Owner:	S. G. DOOLEY	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ZELIENOPLE , PA (BG7)	Type of Flight Plan Filed:	None
Destination:	GREENWOOD , IN (5L1)	Type of Clearance:	None
Departure Time:	18:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKYWAY SL1	Runway Surface Type:	Asphalt
Airport Elevation:	830 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4000 ft / 500 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.610134,-86.110359(est)

Administrative Information

Investigator In Charge (IIC): Mcavoy, E.

Additional Participating Persons: J PETERSON; INDIANAPOLIS , IN

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13217>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).