



Aviation Investigation Final Report

Location:	Danville, Indiana	Accident Number:	CHI86LA223
Date & Time:	September 13, 1986, 15:30 Local	Registration:	N7277P
Aircraft:	PIPER PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE GRAVEL RUNWAY DURING THE TAKEOFF GROUND ROLL. THE PILOT STATED THAT THE AIRSTRIP WAS SURROUNDED BY CORNSTALKS, AND THAT ON THE LEFT SIDE OF THE AIRSTRIP, THERE WAS DEEP LOOSE GRAVEL. REPORTEDLY, THE LOOSE GRAVEL CAUGHT THE LEFT WHEEL AND SWERVED THE AIRCRAFT INTO THE CORN FIELD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 27, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1374 hours (Total, all aircraft), 162 hours (Total, this make and model), 1374 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7277P
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	242453
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2670 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	WILLIAM SHAFER	Rated Power:	180 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:	IND ,797 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	15:49 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 14000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DANVILLE , IN (79I)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TEMPLE FIELD 79I	Runway Surface Type:	Gravel
Airport Elevation:	940 ft msl	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2500 ft / 30 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:	39.759987,-86.523413(est)

Administrative Information

Investigator In Charge (IIC): Mcavoy, Edward

Additional Participating Persons:
G. TEMPLE; INDIANAPOLIS , IN
G. CHANCY; DES PLAINES , IL

Original Publish Date: June 28, 2023

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13523>

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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](#).