



Aviation Investigation Final Report

Location:	WINAMAC, Indiana	Accident Number:	CH187LA023
Date & Time:	November 10, 1986, 19:10 Local	Registration:	N75363
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AFTER NOTICING A VAGUE SHAPE OFF THE RIGHT SIDE OF THE AIRCRAFT, DURING TAKEOFF RUN AT NIGHT, THE PILOT CONTINUED DOWN THE RUNWAY UNTIL THE AIRCRAFT COLLIDED WITH A 180 POUND DEER.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) OBJECT - ANIMAL(S)
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-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:	September 25, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7181 hours (Total, all aircraft), 1150 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N75363
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7680296
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	February 10, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	117 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2592 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-K1A5D
Registered Owner:	PISTON AIRLINES, INC.	Rated Power:	300 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:	Night/dark
Observation Facility, Elevation:	SBN ,707 ft msl	Distance from Accident Site:	47 Nautical Miles
Observation Time:	18:48 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Unknown / 10000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WINAMAC , IN (4C4)	Type of Flight Plan Filed:	None
Destination:	SOUTH BEND , IN (SBN)	Type of Clearance:	None
Departure Time:	19:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	WINAMAC 4C4	Runway Surface Type:	Asphalt
Airport Elevation:	707 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2800 ft / 60 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:	41.050716,-86.599288(est)

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl

Additional Participating Persons: W. RENKIN; SOUTH BEND , IN
G. CHANEY; DES PLAINES , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13690>

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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](#).