



Aviation Investigation Final Report

Location:	MUNCIE, Indiana	Accident Number:	CHI88LA089
Date & Time:	March 27, 1988, 09:00 Local	Registration:	N7725D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHEN THE PILOT FOUND THAT THE BATTERY WOULD NOT START THE AIRCRAFT, HE ELECTED TO HAND START IT. HIS WIFE, A NON-PILOT PASSENGER, WAS IN THE AIRCRAFT WHEN IT STARTED. SHE ATTEMPTED TO CLOSE THE THROTTLE, HOWEVER OPENED IT AND THE AIRCRAFT BEGAN TO MOVE FORWARD. THE PILOT WAS UNABLE TO REENTER THE MOVING AIRCRAFT AND IT STRUCK A HANGAR AND SPUN AROUND BEFORE COMING TO A STOP.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (F) ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW

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

Findings

2. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - UNQUALIFIED PERSON
4. (C) TIE DOWN - NOT USED - PILOT IN COMMAND
5. (F) OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 20, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	347 hours (Total, all aircraft), 258 hours (Total, this make and model), 302 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7725D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	225399
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 27, 1987 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A1A
Registered Owner:	BUDDIE L. JONES SR.	Rated Power:	150 Horsepower
Operator:	JONES, BUDDIE L. SR	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:	MIE ,937 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	325°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(712)	Type of Flight Plan Filed:	None
Destination:	DECATUR , IL (DEC)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	REESE 712	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	40.240043,-85.459678(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, S
Additional Participating Persons:	H GEIGER; INDIANAPOLIS , IN
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14061

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](#).