



# Aviation Investigation Final Report

<b>Location:</b>	TAUNTON, Massachusetts	<b>Accident Number:</b>	NYC98LA126
<b>Date &amp; Time:</b>	June 10, 1998, 11:45 Local	<b>Registration:</b>	N6977P
<b>Aircraft:</b>	Piper PA-24-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the takeoff roll, he glanced at the airspeed, and saw that it was still indicating zero although the airplane was accelerating. He said he closed the throttle, and applied brakes. The airplane departed the end of the 1,550 feet long turf/gravel runway, and went down an embankment. Post-accident examination of the airplane revealed that the pitot tube, which was located under the left wing was missing. A search of the area including the taxi route of the airplane for departure, and the accident site failed to locate the pitot tube. A witness who observed the takeoff reported that at mid-field, the airplane appeared slower than normal, and he did not hear a power reduction until the airplane has used 3/4 of the available runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a delayed decision by the pilot to abort the takeoff, which resulted in an overrun. A factor was false reading from the airspeed indicator.

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ABORTED

#### Findings

1. FLIGHT/NAV INSTRUMENTS,AIRSPD INDICATOR - FALSE INDICATION

2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. AIRPORT FACILITIES, RUNWAY OVERRUN AREA - DROP-OFF/DESCENDING EMBANKMENT

## Factual Information

On June 10, 1998, about 1145 eastern daylight time, a Piper PA-24-180, N6977P, was substantially damaged when it overran the runway during an aborted takeoff at Taunton Municipal Airport, Taunton, Massachusetts. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed for the personal flight that was destined for Norwood, Massachusetts. No flight plan had been filed for the flight that was conducted under 14 CFR Part 91.

The pilot reported that he had arrived from Norwood, about 25 minutes earlier, and the airplane was not serviced while at Taunton. Upon completion of their business, the pilot and two passengers boarded the airplane for the return flight.

During the takeoff roll on runway 22, the pilot noticed that the airspeed indicator needle was still at the "0" position. Just before aborting the takeoff, the airspeed indicator needle was bouncing off the "0" indication, but it was not increasing as the airplane was accelerating. The pilot closed the throttle, and applied the brakes to abort the takeoff. The airplane continued off the departure end of the runway, and went down an embankment. The embankment was about 50 feet from the end of the runway, and had a 40-degree down slope. The slope was populated with brush and small trees.

A witness who observed the takeoff roll reported that at mid-field, the airplane appeared slower than normal, and he did not hear a power reduction until the airplane was 3/4 of the way down the runway.

An inspector from the Federal Aviation Administration (FAA), reported that he examined the airplane and accident site. He reported that he did not observe signs of heavy braking until just prior to the airplane departing the end of the runway. The pilot in an interview reported that he used heavy braking.

The pitot tube, which was located under the left wing, was found to be missing. The FAA inspector reported that he walked the taxi route of the airplane and examined the area where the airplane came to rest for the missing pitot tube. The search was unsuccessful, and it could not be located. The FAA reported that they were unable to determine why the pitot tube had separated from the wing.

According to the FAA, the main runway at Taunton, runway 12/30 was closed for repairs and a NOTAM (Notice To Airmen) had been issued. Runway 04/22 was 1,550 feet long, 150 feet wide, and had a turf/gravel surface.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	78, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 23, 1997
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1797 hours (Total, all aircraft), 800 hours (Total, this make and model), 1797 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 7 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>	N6977P
<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>	PA-24-2120
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 19, 1997 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2942 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-36-A1A
<b>Registered Owner:</b>	GEORGE A. BERGLUND	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<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>	TAN ,43 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:52 Local	<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>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(TAN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	NORWOOD , MA (OWD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TAUNTON TAN	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	43 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1550 ft / 150 ft	<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>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HANCOCK, ROBERT
<b>Additional Participating Persons:</b>	RONALD J WILLIAMS; BEDFORD , MA
<b>Original Publish Date:</b>	July 17, 2001
<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=39573">https://data.nts.gov/Docket?ProjectID=39573</a>

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