



Aviation Investigation Final Report

Location:	FORT WAYNE, Indiana	Accident Number:	CHI82DA353
Date & Time:	September 16, 1982, 18:10 Local	Registration:	N642MS
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PLT TAXIED OFF RWY ONTO GRASS TO GIVE WAY TO LANDING TRAFFIC. PAVED TAXIWAYS ARE NOT AVAILABLE & 50 FT EITHER SIDE OF RUNWAY IS USED FOR TAXIING WITH THE GRASS BEING KEPT MOWED. BEFORE HE WAS ABLE TO TAXI BACK ONTO THE PAVED RWY THE GROUND GAVE WAY & THE NOSE AND GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) AIRPORT FACILITIES, TAXIWAY CONDITION - HIDDEN OBSTRUCTION(S)
2. (C) LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
3. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 30, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8599 hours (Total, all aircraft), 735 hours (Total, this make and model), 8386 hours (Pilot In Command, all aircraft), 159 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N642MS
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	277954037
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	190 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1560 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540-C1A
Registered Owner:	SHAMBAUGH & SON, INC.	Rated Power:	250 Horsepower
Operator:	SHAMBAUGH & SON, INC.	Operating Certificate(s) Held:	
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	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EVANSVILLE , IN (3EV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	

Airport Information

Airport:	SMITH FIELD SMD	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2900 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	41.069927,-85.170028(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 16, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70715>

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](#).