



Aviation Investigation Final Report

Location:	Olathe, Kansas	Accident Number:	CEN13LA188
Date & Time:	March 7, 2013, 15:30 Local	Registration:	N715BB
Aircraft:	Piper PA 46-350P	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll, the airplane veered to the right, and the pilot applied left rudder to correct back to the runway centerline. About the same time, the engine turbocharger became effective, increasing the left yaw. The pilot was unable to counteract the left yaw and aborted the takeoff. The airplane departed the runway and impacted a snow bank, resulting in the collapse of the nose landing gear. A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. The lower section of the engine mount had fractured surfaces consistent with overstress fractures, which were likely caused by the nose landing gear collapse sequence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff, which resulted in a runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Incorrect action performance - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Runway excursion (Defining event)
Takeoff-rejected takeoff	Loss of control on ground

On March 7, 2013, about 1530 central standard time, a Piper PA-46-350P airplane, N715BB, was substantially damaged during a runway excursion at Johnson County Executive Airport (KOJC), Olathe, Kansas. The private pilot and passenger were not injured. The airplane was registered to and operated by Johnson County Aviation Group LLC and operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Day visual meteorological conditions prevailed and no flight plan was filed. The local flight originated from KOJC at 1530.

During the takeoff roll, the pilot reported the airplane veered to the right so he applied left rudder to correct back to the runway centerline. At about the same time, the engine turbocharger became effective, increasing the left yaw. The pilot was unable to counteract the left yaw with the rudder and aborted the takeoff. The airplane impacted a snow bank and departed the runway into soft ground, resulting in the collapse of the nose landing gear and substantial damage to the firewall and engine mount.

Federal Aviation Administration officials inspected the steering bungee/spring, rudder cable tension, rudder trim position, tire pressure, and rake angle of the nose gear. The engine mount was examined at the National Transportation Safety Board Materials Laboratory. The fractured surfaces on the engine mount were consistent with overstress fractures. A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 1, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 17, 2012
Flight Time:	199 hours (Total, all aircraft), 22 hours (Total, this make and model), 128 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N715BB
Model/Series:	PA 46-350P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636038
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-AE2A
Registered Owner:	JOHNSON COUNTY AVIATION GROUP LLC	Rated Power:	350 Horsepower
Operator:	JOHNSON COUNTY AVIATION GROUP LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOJC,1096 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	7°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Olathe, KS (KOJC)	Type of Flight Plan Filed:	None
Destination:	Olathe, KS (KOJC)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:	Johnson County Executive KOJC	Runway Surface Type:	Concrete
Airport Elevation:	1096 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4098 ft / 75 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:	38.847499,-94.737503(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Allan Martens; Federal Aviation Administration; Kansas City, MO Robert Martellotti; Piper Aircraft; Vero Beach, FL Jim Wesley; Federal Aviation Administration; Kansas City, MO
Original Publish Date:	December 11, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=86395

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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](#).