



Aviation Investigation Final Report

Location:	Oklahoma City, Oklahoma	Accident Number:	CEN13LA332
Date & Time:	June 10, 2013, 09:30 Local	Registration:	N13PC
Aircraft:	Piper PA-46-310P	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that, during the crosswind leg of the traffic pattern for the landing, he asked an air traffic controller for wind information. The air traffic controller reported that the wind was 200 degrees at 15 knots. The pilot reported that, during touchdown, the airplane encountered a "severe" gust of wind. In response, he corrected right, and, once the gust past, he corrected left. Subsequently, the airplane veered off the left side of the runway and into the grass. The airplane's track marks indicated that its nose gear struck a ground-level concrete pad, collapsed, and subsequently struck a precision approach path indicator light, which resulted in substantial damage to the firewall. The pilot reported no preimpact malfunctions or failures of the airplane that would have precluded normal operation.

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 of the airplane.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Incorrect action performance - Pilot
Environmental issues	Crosswind - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Landing gear collapse

On June 10, 2013, about 0930 central daylight time, a Piper PA-46-310P, N13PC, sustained substantial damage when it veered off the runway while landing on runway 17L (7,199 feet by 150 feet, concrete) at the Wiley Post Airport (PWA), Oklahoma City, Oklahoma. The private pilot, the sole occupant, was not injured. The airplane was registered to KED Aviation LLC, and operated by the pilot under the provisions of the 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and a visual flight rules (VFR) flight plan was filed. The flight departed from the Aero Country Airport (T31), McKinney, Texas, about 0830.

The pilot stated that he called for a wind check while on downwind for landing on runway 17L, and the air traffic controller reported that the wind was 200 degrees at 15 knots. The pilot reported that he had a right crosswind correction established when a "severe" gust of wind during touchdown caused the airplane to veer to the right. He immediately corrected to the left and the airplane veered off the left side of the runway and into the grass. He reported that the nose gear dug into the soft soil and collapsed, which resulted in substantial damage to the firewall. The pilot reported that there was no malfunction or system failure of the airplane before the accident.

The operations manager for the airport reported that the airplane landed on runway 17L and veered off the left side of the runway. The airplane's track marks through the grass indicated that the airplane's nose gear struck a ground level concrete pad, collapsed, and subsequently struck a precision approach path indicator (PAPI) light and dislodged it from its concrete base.

At 0853, the PWA surface weather observation was wind 210 at 15 knots, 10 miles visibility, clear skies, temperature 25 degrees Celcius (C), dew point 18 degrees C, altimeter 29.93.

At 0953, the PWA surface weather observation was wind 210 at 17 knots gusting to 21 knots, 10 miles visibility, clear skies, temperature 27 degrees C, dew point 18 degrees C, altimeter 29.93.

Pilot Information

Certificate:	Private	Age:	35
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 1 Unknown	Last FAA Medical Exam:	August 18, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	418 hours (Total, all aircraft), 116 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N13PC
Model/Series:	PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	46-8408081
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520 SER
Registered Owner:	KED Aviation LLC	Rated Power:	300 Horsepower
Operator:	Chris Brown	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PWA,1290 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McKinney, TX (T31)	Type of Flight Plan Filed:	VFR
Destination:	Oklahoma City, OK (PWA)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	Wiley Post Airport PWA	Runway Surface Type:	Concrete
Airport Elevation:	1300 ft msl	Runway Surface Condition:	Dry
Runway Used:	17L	IFR Approach:	Unknown
Runway Length/Width:	7199 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.534168,-97.646942(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Jerry Heuertz; FAA - Oklahoma City FSDO; Oklahoma City, OK
Original Publish Date:	January 30, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=87143

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](#).