



National Transportation Safety Board Aviation Accident Final Report

Location:	OLATHE, KS	Accident Number:	MKC86LA044
Date & Time:	01/01/1986, 1300 CST	Registration:	N4682J
Aircraft:	PIPER PA-28R-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED THAT HE WAS GIVEN LANDING INSTRUCTIONS FOR RUNWAY 17 TO INCLUDE WINDS FROM 220 DEGREES AT 15 KNOTS, GUSTING TO 20 TO 25 KNOTS. HE SAID THAT HE TOUCHED DOWN ON THE MAIN WHEELS AND A WIND GUST LIFTED THE AIRPLANE AND IT DRIFTED TO THE LEFT. HE SAID THAT FULL OPPOSITE CONTROLS DID NOT STOP THE DRIFT AND THE LEFT MAIN GEAR COLLAPSED WHEN IT HIT A PILE OF ICE AND SNOW JUST OFF THE RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/11/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	780 hours (Total, all aircraft), 514 hours (Total, this make and model), 694 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4682J
Model/Series:	PA-28R-180 PA-28R-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R-30561
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	12/01/1985, 100 Hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1485 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360B1E
Registered Owner:		Rated Power:	180 hp
Operator:	WAYNE A. STULL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	TOPEKA, KS (TOP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 CST	Type of Airspace:	Class D

Airport Information

Airport:	JOHNSON CTY. EXEC. (OJC)	Runway Surface Type:	Asphalt
Airport Elevation:	1096 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4099 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	CAROLYN JOHNSON; KANSAS CITY, MO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).