



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OLATHE, KS	<b>Accident Number:</b>	MKC83LA001
<b>Date &amp; Time:</b>	10/01/1982, 1740 CDT	<b>Registration:</b>	N8343A
<b>Aircraft:</b>	PIPER PA-32-301	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE PILOT STATED THAT DURING THE LANDING ROLL THE AIRCRAFT SWERVED LEFT, RAN OFF THE RUNWAY CROSSING A GRASSY AREA AND A PARALLEL TAXIWAY. HE SAID THAT THE NOSE SEEMED TO REMAIN HIGHER THAN NORMAL, AS IF THE NOSE GEAR HAD NOT FULLY RETRACTED INTO ITS UPPER BARREL. DETERMINATION OF PRE-ACCIDENT CONDITION OF THE STRUT WAS NOT POSSIBLE DUE TO DAMAGE INCURRED IN THE ACCIDENT.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) LANDING GEAR,STEERING SYSTEM - MOVEMENT RESTRICTED
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. (C) LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/10/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	240 hours (Total, all aircraft), 30 hours (Total, this make and model), 176 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8343A
<b>Model/Series:</b>	PA-32-301 PA-32-301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	8106047
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	287 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540-K1G5
<b>Registered Owner:</b>	NORMAN L. STAHL	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	NORMAN L. STAHL	<b>Operating Certificate(s) Held:</b>	

## 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:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CHATTANOOGA, TN (C)	Type of Flight Plan Filed:	VFR
Destination:	OLATHE, KS (C)	Type of Clearance:	
Departure Time:	1330	Type of Airspace:	

## Airport Information

Airport:	JOHNSON COUNTY EXECUTIVE (OJC)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	4099 ft / 75 ft	VFR Approach/Landing:	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):	Report Date:	10/01/1983
Additional Participating Persons:		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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](#).