



National Transportation Safety Board Aviation Accident Data Summary

Location:	Montgomery, AL	Accident Number:	ATL04LA114
Date & Time:	03/02/2004, 1120 CDT	Registration:	N91734
Aircraft:	Piper PA-46-350P	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

The pilot landed on runway 28 with a crosswind from the left. After touchdown, the airplane yawed to the left. The pilot started correcting for the yaw but the correction felt to be too strong for the airplane to handle. The pilot allowed the airplane to drift to the left, eventually departing the runway on the left side onto the grass. Twenty yards from the runway, the nose gear dug into the soft grass and collapsed. Examination of the airplane revealed the nose gear collapsed, the propeller broken and damage to the firewall. The right main landing gear and the right wing tip were also bent. The nose gear trunion was sent to the NTSB Materials Laboratory for a fracture analysis. The trunion from the nose gear assembly was examined and the fracture faces contained no evidence of a fatigue crack or other preexisting condition leading to the fracture. According to the pilot's handbook the, the demonstrated crosswind component for the Piper PA-46-350P is 17 knots. The reported surface winds at the time of the accident were 200 degrees at 10 knots. The pilot's had accumulated a total of 1300 hours in the PA-46.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind and his failure to maintain directional control during landing roll that resulted in the collapse of the nose gear. The crosswind was a contributing factor.

Findings

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

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND

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

Findings

4. TERRAIN CONDITION - GRASS

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1875 hours (Total, all aircraft), 1200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N91734
Model/Series:	PA-46-350P	Engines:	1 Reciprocating
Operator:	Howard M. Robertson	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-AE2A
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	
Observation Facility, Elevation:	MGM, 221 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 7500 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 200°
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Montgomery, AL (MGM)	Destination:	

Airport Information

Airport:	Montgomery Regional (KMGM)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	9010 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	32.300556, -86.393889		

Administrative Information

Investigator In Charge (IIC): Phillip Powell

Adopted Date: 02/24/2005

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.