



National Transportation Safety Board Aviation Accident Factual Report

Location:	Manhattan, KS	Accident Number:	DEN06LA045
Date & Time:	03/01/2006, 1140 CST	Registration:	N7824T
Aircraft:	Piper PA-32RT-300T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

On March 1, 2006, approximately 1140 central standard time, a Piper PA-32RT-300T, N7824T, piloted by a private pilot, was substantially damaged when it struck several runway lights and a taxiway sign during a forced landing at the Manhattan Regional Airport (MHK), Manhattan, Kansas. Visual meteorological conditions prevailed at the time of the accident. The business flight was being conducted under the provisions of Title 14 CFR Part 91, and a visual flight rules (VFR) flight plan had been filed. The pilot and his passenger were not injured. The cross-country flight was originating at the time of the accident and was en route to Olathe, Kansas.

According to the pilot's accident report, "the engine began to surge in power slightly" as the airplane was rotated for liftoff from runway 03. During climbout, the pilot notified the tower of a "possible engine problem," and the engine continued surging. As the pilot executed a slow left turn towards runway 13, the engine started losing power. He managed to land on runway 13 near the intersection with runway 03-21. The airplane was not aligned with the runway centerline, and went off the side of the runway. The left wing struck an elevated runway marker and taxiway lights. Both wing spars were damaged and the left wing was twisted down.

On March 8, an FAA airworthiness inspector examined the airplane and engine. In an e-mail dated March 17, he reported finding an exposed left magneto "P" lead touching the connector shell, which could "cause an intermittent grounding of the left magneto," resulting in the "fuel control[er] hunting to compensate [and] producing an engine power surge."

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	09/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	08/01/2004
Flight Time:	1810 hours (Total, all aircraft), 950 hours (Total, this make and model), 1670 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7824T
Model/Series:	PA-32RT-300T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R-7887032
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/01/2006, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2800 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	Mark S. Holcomb	Rated Power:	300 hp
Operator:	Mark S. Holcomb	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MHK, 1056 ft msl	Distance from Accident Site:	
Observation Time:	1152 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	22° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manhattan, KS (MHK)	Type of Flight Plan Filed:	VFR
Destination:	Olathe, KS (OJC)	Type of Clearance:	VFR
Departure Time:	1140 CST	Type of Airspace:	

Airport Information

Airport:	Manhattan Regional (MHK)	Runway Surface Type:	Asphalt
Airport Elevation:	1056 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3801 ft / 100 ft	VFR Approach/Landing:	Forced Landing

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:	39.141111, -96.670833

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott
Additional Participating Persons:	Bobby Warren; FAA Flight Standards District Office; Wichita, KS
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/ .