



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

The pilot said "the engine began to surge in power slightly as the airplane was rotated for liftoff from runway 03. During climbout, he 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. An FAA airworthiness inspector examined the airplane and engine and reported finding an exposed left magneto "P" lead touching the connector shell. This could "cause an intermittent grounding of the left magneto," and result in the "fuel control[er] hunting to compensate [and] producing an engine power surge."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to the intermittent grounding of the left magneto "P" lead, causing the fuel controller to search and the engine to surge then lose power, and the pilot's failure to attain proper runway alignment. Contributing factors were the runway sign and taxiway lights.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) IGNITION SYSTEM,MAGNETO GROUNDING LEAD (P-LEAD) - SHORTED
2. FUEL INJECTION CONTROL/SYSTEM - SURGE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

3. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. (F) OBJECT - SIGN
5. (F) OBJECT - TAXIWAY LIGHT

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Mark S. Holcomb	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-S1AD
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MHK, 1056 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	11 knots / , 360°
Temperature:	22° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manhattan, KS (MHK)	Destination:	Olathe, KS (OJC)

Airport Information

Airport:	Manhattan Regional (MHK)	Runway Surface Type:	Asphalt
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	3801 ft / 100 ft		

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
Latitude, Longitude:	39.141111, -96.670833		

Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 08/29/2006

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/>.

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