



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Nashville, TN	<b>Accident Number:</b>	GAA17CA105
<b>Date &amp; Time:</b>	12/29/2016, 1345 CST	<b>Registration:</b>	N301BK
<b>Aircraft:</b>	PIPER PA 46	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot, during the landing roll, the airplane "began to drift sharply to the left." The pilot reported that, although there were no wind gusts reported, he felt as though a wind gust was pushing the airplane to the left. He attempted to maintain directional control with rudder pedal application, and he applied full right aileron. The airplane continued to drift to the left, and the pilot attempted to abort the landing by applying full throttle and 25° of flaps. He reported that the airplane continued to drift to the left and that he was not able to achieve sufficient airspeed to rotate. The airplane exited the runway, the pilot pulled the throttle to idle, and he applied the brakes to avoid obstacles. However, the airplane impacted the runway and taxiway signage and came to rest in a drainage culvert. The airplane sustained substantial damage to both wings.

The published METAR for the accident airport reported that the wind was from 290° at 15 knots, and wind gusts exceeded 22 knots 1 hour before and 1 hour after the accident. The pilot landed the airplane on runway 20. The maximum demonstrated crosswind component for the airplane was 17 knots.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's loss of directional control during the aborted landing in gusting crosswind conditions, which resulted in a runway excursion.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause) Maximum crosswind component - Capability exceeded (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Gusts - Effect on operation Crosswind - Effect on operation Sign/marker - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	04/01/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/09/2016
Flight Time:	(Estimated) 1550.6 hours (Total, all aircraft), 1092.9 hours (Total, this make and model), 1395.2 hours (Pilot In Command, all aircraft), 86.1 hours (Last 90 days, all aircraft), 27.3 hours (Last 30 days, all aircraft), 3.9 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N301BK
Model/Series:	PA 46 350P	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4636407
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	12/09/2016, Annual	Certified Max Gross Wt.:	4299 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1332.4 Hours as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	TIO-540-AE2A
Registered Owner:	CAMBUSMOON INC	Rated Power:	350 hp
Operator:	CAMBUSMOON INC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBNA, 605 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1953 UTC	Direction from Accident Site:	112°
Lowest Cloud Condition:	Few / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	11° C / -8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEMPHIS, TN (M01)	Type of Flight Plan Filed:	IFR
Destination:	NASHVILLE, TN (JWN)	Type of Clearance:	None
Departure Time:	1220 CST	Type of Airspace:	Class G

## Airport Information

Airport:	JOHN C TUNE (JWN)	Runway Surface Type:	Asphalt
Airport Elevation:	501 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	6001 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.183056, -86.886389 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	07/20/2017
Additional Participating Persons:	Kenneth Owens; FAA; Nashville, TN		
Publish Date:	07/20/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94557">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94557</a>		

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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](#).