



National Transportation Safety Board Aviation Accident Data Summary

Location:	Nashville, TN	Accident Number:	GAA17CA105
Date & Time:	12/29/2016, 1345 CST	Registration:	N301BK
Aircraft:	PIPER PA 46	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

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

Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Maximum crosswind component-Capability exceeded - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Effect on operation

Environmental issues-Physical environment-Object/animal/substance-Sign/marker-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CAMBUSMOON INC	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-AE2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBNA, 605 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:		Wind Speed/Gusts, Direction:	15 knots / 22 knots, 300°
Temperature:	11 °C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEMPHIS, TN (M01)	Destination:	NASHVILLE, TN (JWN)

Airport Information

Airport:	JOHN C TUNE (JWN)	Runway Surface Type:	Asphalt
Runway Used:	20	Runway Surface Condition:	Dry
Runway Length/Width:	6001 ft / 100 ft		

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
Latitude, Longitude:	36.183056, -86.886389 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	07/20/2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94557		

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