



National Transportation Safety Board Aviation Accident Final Report

Location:	Kingfisher, OK	Accident Number:	CEN20CA074
Date & Time:	02/03/2020, 1215 CST	Registration:	N711PF
Aircraft:	Piper PA32	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, the airplane landed about 1,000 ft down the 2,800-ft-long runway. During the landing roll, the airplane's ground speed was fast. The pilot applied the brakes, but the airplane continued at a fast ground speed while approaching the end of the runway, so the pilot applied more pressure to the brakes. The airplane exited the left side of the runway onto soft grass, the nose landing gear strut failed, and the airplane came to rest. The airplane sustained substantial damage to the engine mounts. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that he should have aborted the landing.

Probable Cause and Findings

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

The pilot's improper continuation of a landing in which he landed too far down the runway at too high a speed, which resulted in a loss of directional control and a runway excursion.

Findings

Aircraft	Airspeed - Not attained/maintained (Cause) Directional control - Not attained/maintained (Cause) Landing distance - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Decision making/judgment - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-flare/touchdown	Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	03/21/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/10/2019
Flight Time:	(Estimated) 106 hours (Total, all aircraft), 9 hours (Total, this make and model), 82 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N711PF
Model/Series:	PA32 300	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-7340061
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	06/21/2019, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4491.9 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	IO-540-KIA5
Registered Owner:	On file	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KJWG, 1548 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1815 UTC	Direction from Accident Site:	268°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.68 inches Hg	Temperature/Dew Point:	14° C / -1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kansas City, MO (MKC)	Type of Flight Plan Filed:	VFR
Destination:	Kingfisher, OK (F92)	Type of Clearance:	VFR Flight Following
Departure Time:	0905 CST	Type of Airspace:	Class G

Airport Information

Airport:	Kingfisher (F92)	Runway Surface Type:	Concrete
Airport Elevation:	1072 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2800 ft / 60 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:	35.876667, -97.953056

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	07/27/2020
Additional Participating Persons:	Laurence Schreiber; FAA; Oklahoma City, OK		
Publish Date:	07/27/2020		
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=100900		

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