



Aviation Investigation Final Report

Location:	MORaine, Ohio	Accident Number:	CHI90LA158
Date & Time:	June 22, 1990, 10:52 Local	Registration:	N522S
Aircraft:	CESSNA 310	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT IMPACTED A LEVEE LOCATED OFF THE APPROACH END OF THE LANDING RUNWAY, SHEARED OFF THE MAIN LANDING GEAR AND SKIDDED TO A STOP ABOUT 2/3 DOWN THE RUNWAY. THE PILOT STATED THAT HE HAD THE RUNWAY IN SIGHT, BUT THE LEVEE 'WAS OBSCURED...BLENDING INTO THE AIRPORT BACKGROUND. MY PASSENGER AT THE LAST MINUTE CALLED FOR ME TO PULL UP...' BUT THE AIRCRAFT IMPACTED THE TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE GROUND CLEARANCE DURING HIS APPROACH TO LANDING. CONTRIBUTING FACTORS WERE REDUCED VISIBILITY IN FOG AND RAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - FOG
2. TERRAIN CONDITION - BERM
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	76, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 4, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	13500 hours (Total, all aircraft), 5500 hours (Total, this make and model), 13500 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N522S
Model/Series:	310 310	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	35522
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	June 21, 1990 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6118 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-M
Registered Owner:	IGNATIUS SARGENT	Rated Power:	240 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	WASHINGTON , DC (DCA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	08:22 Local	Type of Airspace:	Class G

Airport Information

Airport:	MORAINES AIRPART I73	Runway Surface Type:	Asphalt
Airport Elevation:	720 ft msl	Runway Surface Condition:	Wet
Runway Used:	8	IFR Approach:	Visual
Runway Length/Width:	3500 ft / 65 ft	VFR Approach/Landing:	Full stop

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:	39.69934,-84.220352(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	R. NELSON; CINCINNATI, OH
Original Publish Date:	September 28, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=14694

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).