



Aviation Investigation Final Report

Location:	SUPERIOR, Wisconsin	Accident Number:	CHI92FA110
Date & Time:	March 11, 1992, 13:50 Local	Registration:	N1328G
Aircraft:	CESSNA 310R	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING AN INSTRUMENT TRAINING FLIGHT, A COMMERCIAL PILOT RATED STUDENT & AN INSTRUMENT INSTRUCTOR PILOT (CFII) FLEW TO DULUTH TO PRACTICE APPROACHES, THEN RETURNED TO THEIR HOME BASE AT SUPERIOR. FBO PERSONNEL AT SUPERIOR HEARD THE CREW MAKING AIRPORT TRAFFIC ADVISORIES, WHILE MAKING APPROACHES AT THE RICHARD I BONG AIRPORT. SUBSEQUENTLY, THE AIRCRAFT CRASHED ABOUT 1.6 MILES SOUTHEAST OF THE AIRPORT. GROUND IMPACT OCCURRED IN A STEEP DESCENT. A MOTOR VEHICLE DRIVER SAW THE AIRPLANE SPINNING AS IT DISAPPEARED FROM HIS VIEW BEHIND A TREE LINE. EXAMINATION OF THE WRECKAGE DISCLOSED NO MECHANICAL DEFECTS. THE AIRPLANE'S LANDING GEAR AND FLAPS WERE EXTENDED AS IF FOR AN APPROACH. THE CFII WAS GIVING MULTI-ENGINE INSTRUMENT INSTRUCTION TO THE COMMERCIAL PILOT IN PREPARATION FOR TESTING TO REMOVE A VFR-ONLY RESTRICTION FROM HIS MULTI-ENGINE RATING. A MULTI-ENGINE INSTRUMENT FLIGHT CHECK WITH A DESIGNATED PILOT EXAMINER WAS TENTATIVELY SCHEDULED FOR LATE IN THE AFTERNOON, AFTER THE INSTRUCTIONAL PERIOD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL/SPIN, AND FAILURE OF THE INSTRUCTOR PILOT TO TAKE SUFFICIENT REMEDIAL ACTION TO PREVENT THE LOSS OF CONTROL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

1. (C) AIRSPEED - NOT MAINTAINED
2. (C) STALL/SPIN - INADVERTENT
3. (C) REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 21, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3025 hours (Total, all aircraft), 250 hours (Total, this make and model), 2915 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1328G
Model/Series:	310R 310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R0012
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	October 20, 1991 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	84 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2755 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520
Registered Owner:	HOBBS W. JOHNSON	Rated Power:	285 Horsepower
Operator:	HOBBS W. JOHNSON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUPERIOR , WI (SUW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	RICHARD I BONG SUW	Runway Surface Type:	Asphalt
Airport Elevation:	674 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	46.670097,-92.080253(est)

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	LEWIS GONZALES; MINNEAPOLIS , MN
Original Publish Date:	May 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15285

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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](#).