



Aviation Investigation Final Report

Location:	GREELEY, Colorado	Accident Number:	DEN93LA023
Date & Time:	January 23, 1993, 07:55 Local	Registration:	N3303X
Aircraft:	CESSNA 310L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING THE LANDING PHASE, AFTER CONDUCTING A SIMULATED SINGLE ENGINE APPROACH, THE STUDENT FAILED TO MAINTAIN CONTROL OF THE AIRCRAFT. THE INSTRUCTOR TOOK CONTROL AND DURING THE ATTEMPTED GO AROUND THE AIRCRAFT STRUCK SEVERAL SNOW BANKS AND THEN BECAME AIRBORNE. CONTACT WITH THE SNOW BANKS CAUSED DAMAGE TO ALL THREE LANDING GEAR AND BOTH PROPELLERS. AFTER ORBITING FOR APPROXIMATELY TWO HOURS AND FIFTY MINUTES, TO BURN OFF FUEL, AN EMERGENCY LANDING WAS MADE WHICH CAUSED DAMAGE TO THE LEFT TIP TANK, NOSE SECTION, AND MAIN FUSELAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR IN FLIGHT PLANNING AND DECISION MAKING BY THE FLIGHT INSTRUCTOR IN ALLOWING THE STUDENT TO PROGRESS TO A POINT WHERE A SAFE FLIGHT REGIMEN COULD NOT BE MAINTAINED. A FACTOR WAS: THE DUAL STUDENTS FAILURE TO MAINTAIN CONTROL OF THE AIRCRAFT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Findings

2. TERRAIN CONDITION - SNOWBANK

3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	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:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 29, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1980 hours (Total, all aircraft), 71 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 182 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3303X
Model/Series:	310L 310L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310L-0153
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 2, 1992 100 hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	47 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5133 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	EDB AIR, INC.	Rated Power:	260 Horsepower
Operator:	FLAT IRON AVIATION	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	VOXA

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOULDER , CO (1V5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WELD COUNTY AIRPORT GXY	Runway Surface Type:	Asphalt
Airport Elevation:	4658 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	ILS
Runway Length/Width:	6210 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	TOM SCIACCA; DENVER , CO
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18270

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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](#).