



Aviation Investigation Final Report

Location:	CARSWELL AFB, Texas	Accident Number:	FTW92FA133
Date & Time:	May 18, 1992, 20:34 Local	Registration:	N6980L
Aircraft:	CESSNA 310K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE MULTIENGINE AIRPLANE WAS DESCENDED FROM 9,500 FEET MSL TO 3,500 FEET MSL WHEN THE PILOT REPORTED A LOSS OF POWER TO BOTH ENGINES AT 6,500 FEET. HE ELECTED TO TURN AND ATTEMPT A LANDING AT A MILITARY AIR FORCE BASE WHERE HE COULD SEE THE APPROACH LIGHTS. THE PILOT STATED BOTH ENGINES QUIT AT THE SAME TIME, BUT CAME BACK ON FOR 1/2 SECOND, THEN QUIT AGAIN. HE STATED THAT HE COULD NOT FEATHER THE PROPELLERS THAT WERE REPORTEDLY ROTATING AT 2,000 RPM. THE AIRPLANE DESCENDED AT A HIGH SINK RATE FOR APPROXIMATELY 1/2 STATUTE MILE. THE LANDING GEAR WERE LOWERED APPROXIMATELY 1 1/2 STATUTE MILES FROM THE END OF THE RUNWAY. THE FLAPS WERE LOWERED NEAR THE RUNWAY THRESHOLD. THE AIRPLANE STRUCK THE LOCALIZER ANTENNA ASSEMBLY WITH THE MAIN LANDING GEAR, LOWER LEFT FUSELAGE, AND LEFT ELEVATOR. IT THEN IMPACTED ONTO THE RUNWAY AND SLID APPROXIMATELY 525 FEET. THE FUEL SELECTORS WERE ON THE AUXILIARY TANKS. THEY WERE EXAMINED AND FOUND DRY. EACH MAIN FUEL TANK CONTAINED 41 GALLONS. NO MECHANICAL ANOMALIES WERE FOUND WITH THE AIRPLANE. THE THROTTLES, MIXTURES, AND PROPELLER CONTROLS WERE POSITIONED FULL FORWARD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF POWER TO BOTH ENGINES FROM FUEL STARVATION AND THE IMPROPER SELECTOR POSITIONS OF FUEL TANKS BY THE PILOT. A FACTOR WAS THE PILOT'S FAILURE TO FEATHER THE PROPELLERS.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: DESCENT

Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (F) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	936 hours (Total, all aircraft), 81 hours (Total, this make and model), 602 hours (Pilot In Command, all aircraft), 12 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6980L
Model/Series:	310K 310K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310K-0080
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 16, 1991 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	269 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3310 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-V
Registered Owner:	SAMS, CHARLES & LINDA	Rated Power:	260 Horsepower
Operator:	SAMS, CHARLES & LINDA	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	6 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 20°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	MIDLAND , TX (MAF)	Type of Flight Plan Filed:	VFR
Destination:	ADDISON , TX (ADS)	Type of Clearance:	VFR
Departure Time:	18:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	CARSWELL AFB KFWH	Runway Surface Type:	Concrete
Airport Elevation:	622 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	
Runway Length/Width:	12000 ft / 300 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	32.769184,-97.430961(est)

Administrative Information

Investigator In Charge (IIC):	Wall, Ray
Additional Participating Persons:	LARRY WILKENSON; FORT WORTH , TX DENNIS L SCHOCH; CARSWELL AFB , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18359

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