



# Aviation Investigation Final Report

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<b>Location:</b>	Santa Fe, New Mexico	<b>Accident Number:</b>	WPR23LA327
<b>Date &amp; Time:</b>	August 27, 2023, 13:30 Local	<b>Registration:</b>	N117TC
<b>Aircraft:</b>	Cessna 310Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported being high and fast on final approach. When he reduced power to land the airplane descended rapidly and landed hard. The left landing gear collapsed and the airplane exited the runway, resulting in substantial damage to the left wing. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's improper landing flare following an unstable approach, which resulted in a hard landing.

## Findings

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<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 7, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4342 hours (Total, all aircraft), 658 hours (Total, this make and model), 4211 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N117TC
<b>Model/Series:</b>	310Q	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310Q0786
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C91A installed	<b>Engine Model/Series:</b>	IO-470 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSAF, 6287 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	221°
<b>Lowest Cloud Condition:</b>		<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.27 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Graham, TX (KRPB)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	KSAF, NM (KSAF)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Sante Fe Regional SAF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6348 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8366 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	35.617111,-106.08941(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Eric Vietje; FAA ; Albuquerque , NM
<b>Original Publish Date:</b>	January 10, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192956">https://data.nts.gov/Docket?ProjectID=192956</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).