



# Aviation Investigation Final Report

<b>Location:</b>	TUCSON, Arizona	<b>Accident Number:</b>	LAX84LA185
<b>Date &amp; Time:</b>	February 19, 1984, 18:30 Local	<b>Registration:</b>	N667R
<b>Aircraft:</b>	CESSNA 310	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT WAS FOR SALE & THE PLT, WHO REPRESENTED HIMSELF AS BEING QUALIFIED TO FLY IT, WAS PERFORMING A PRE-PURCHASE FLT. HE REPORTED THAT HE INITIALLY FELT UNCOMFORTABLE FLYING THIS ACFT ALTHOUGH HE HAD PREVIOUSLY OWNED A CESSNA 310. HE WAS UNFAMILIAR WITH THE LOCATION OF SOME OF THE ACFT'S SWITCHES & MADE THE STATEMENT THAT IT WAS DARK INSIDE THE COCKPIT. DURING A STEEP TURN TO BASE, THE ENGS SPUTTERED. RWY 24 WAS NOTAMED CLOSED & THE RWY LITES WERE INOP. THE PLT STATED THAT WHEN HE HEARD THE ENGS SPUTTER, HE BECAME CONFUSED & ANXIOUS. HE STATED 'I GOT ANTSY PANTS, DID A 360 DEGREETURN, AND CRASHED.' THE ACFT IMPACTED HARD ON THE UNLIGHTED TAXIWAY PARLLELING RWY 24 IN A NEAR WINGS LEVEL ATTITUDE. THE LANDING GEAR WAS FOUND IN THE FULLY RETRACTED POSITION. THE STUDENT HAD NOT BEEN ENDORSED TO SOLO IN A CESSNA 310. NO PREIMPACT PART FAILURE ON MALFUNCTION WAS FOUND.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) REASON FOR OCCURRENCE UNDETERMINED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) QUALIFICATION - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. (F) LIGHT CONDITION - DUSK

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
8. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
9. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
10. (F) AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
11. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
12. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
13. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 25, 1982
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	362 hours (Total, all aircraft), 80 hours (Total, this make and model), 32 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N667R
<b>Model/Series:</b>	310 310	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	35443
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1822 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-A1A5
<b>Registered Owner:</b>	FRANCIS RHINEHARD	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	RYAN FIELD RYN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2415 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.19057,-110.980041(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	CHARLES R EICHOF; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=24175">https://data.nts.gov/Docket?ProjectID=24175</a>

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