



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | LA VERNE, California                 | <b>Accident Number:</b> | LAX88LA318  |
| <b>Date &amp; Time:</b>        | September 15, 1988, 18:14 Local      | <b>Registration:</b>    | N5126J      |
| <b>Aircraft:</b>               | CESSNA T310R                         | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT STATED THAT HE WAS TROUBLESHOOTING A PROBLEM WITH THE AIRPLANE'S FUEL FLOW SYSTEM. DURING THE PREFLIGHT RUN-UP, HE NOTICED THAT THE FUEL FLOW GAUGE FOR THE RIGHT ENGINE WAS READING TOO HIGH. HE TOOK OFF TO SEE IF HE COULD MAKE AN INFLIGHT DETERMINATION OF THE PROBLEM. WHEN AIRBORNE, THE GAUGE INDICATED A VALUE THAT THE PILOT CONSIDERED EXCESSIVE, SO HE RETURNED TO THE AIRPORT TO LAND. HE MADE A NO FLAP APPROACH, WITH POWER SET ABOVE TEN INCHES OF MANIFOLD PRESSURE. THIS CONFIGURATION DOES NOT ALLOW ACTIVATION OF THE AIRPLANE'S GEAR-UP WARNING SYSTEM. THE PILOT DID NOT EXTEND THE LANDING GEAR. DURING LANDING FLARE THE PILOT REDUCED POWER, ACTIVATING THE GEAR-UP WARNING HORN. THE PILOT MISTAKENLY THOUGHT THAT THIS WAS THE STALL WARNING HORN AND LOWERED THE NOSE TO LAND. THE AIRPLANE COLLIDED WITH THE RUNWAY.

## Probable Cause and Findings

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

### Findings

Occurrence #1: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                                  |  |  |              |
|----------------------------------|--|--|--------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 52, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None   | <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 2 Valid Medical--w/ waivers/lim  | <b>Last FAA Medical Exam:</b>            | May 18, 1988 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 1031 hours (Total, all aircraft), 133 hours (Total, this make and model), 964 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N5126J          |
| <b>Model/Series:</b>                 | T310R T310R              | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 310R0246        |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> | Annual                   | <b>Certified Max Gross Wt.:</b>       | 5200 lbs        |
| <b>Time Since Last Inspection:</b>   | 13 Hrs                   | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          |                          | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          |                          | <b>Engine Model/Series:</b>           | TSIO-520-B      |
| <b>Registered Owner:</b>             | CONTRACT FIRE PROTECTION | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     | EDWARD E. DYE            | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    | CONTRACT FIRE PROTECTION | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                   |   |         |
|---|-------------------|---|---------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)      | <b>Condition of Light:</b>                  | Day     |
| <b>Observation Facility, Elevation:</b> | POC ,1011 ft msl  | <b>Distance from Accident Site:</b>         |         |
| <b>Observation Time:</b>                | 18:14 Local       | <b>Direction from Accident Site:</b>        |         |
| <b>Lowest Cloud Condition:</b>          | Unknown           | <b>Visibility</b>                           | 2 miles |
| <b>Lowest Ceiling:</b>                  | Unknown           | <b>Visibility (RVR):</b>                    |         |
| <b>Wind Speed/Gusts:</b>                | 8 knots /         | <b>Turbulence Type Forecast/Actual:</b>     | /       |
| <b>Wind Direction:</b>                  | 280°              | <b>Turbulence Severity Forecast/Actual:</b> | /       |
| <b>Altimeter Setting:</b>               | 29 inches Hg      | <b>Temperature/Dew Point:</b>               |         |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Haze |   |         |
| <b>Departure Point:</b>                 |                   | <b>Type of Flight Plan Filed:</b>           | None    |
| <b>Destination:</b>                     |                   | <b>Type of Clearance:</b>                   | VFR     |
| <b>Departure Time:</b>                  | 10:00 Local       | <b>Type of Airspace:</b>                    |         |

## Airport Information

|                             |                    |                                  |           |
|-----------------------------|--------------------|----------------------------------|-----------|
| <b>Airport:</b>             | BRACKETT FIELD POC | <b>Runway Surface Type:</b>      | Asphalt   |
| <b>Airport Elevation:</b>   | 1011 ft msl        | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 26L                | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 4839 ft / 75 ft    | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 34.149185,-117.75975(est) |

## Administrative Information

**Investigator In Charge (IIC):** Leighton, Russell

**Additional Participating Persons:** OWEN DULLAGHAN;

**Original Publish Date:** July 10, 1989

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=26103>

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