



Aviation Investigation Final Report

Location:	HONOLULU, Hawaii	Accident Number:	LAX92LA093
Date & Time:	January 14, 1992, 10:00 Local	Registration:	N787AM
Aircraft:	CESSNA 310Q	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLT DEPARTED HONOLULU WITH RADAR FLIGHT FOLLOWING TO THE THE LIMIT OF THE TCA; THE LAST RADIO COMMUNICATION WAS AT ABOUT 0850 HRS. FOR THE NEXT APRX ONE HOUR, RECORDED RADAR DATA SHOWS THE AIRPLANE N AND E OF MOLOKAI AND MAUI AT ALTITUDES VARYING FROM 100 FT TO 13,600 FT BEFORE DISAPPEARING FROM RADAR. THE LAST POSITION WAS ABOUT 45 MI N OF MAUI IN THE PACIFIC OCEAN. PILOTS FLYING IN THE GENERAL VICINITY OF LANAI, MOLOKAI AND MAUI ISLANDS REPORTED ENCOUNTERING LOWERING CEILINGS & VISIBILITIES AS THEY PROGRESSED E FROM HONOLULU, WITH IFR CONDITIONS IN THE AREA OF LANAI. WEATHER FORECASTS FOR LOCATIONS W AND E OF THE ACCIDENT AREA WERE FOR MARGINAL VFR CONDITIONS. THE 0945 WEATHER AT MOLOKAI WAS 300 FT SCATTERED, 1,000 FT OVERCAST, AND VISIBILITY 1-1/2 MI IN RAIN AND FOG. A NEARLY STATIONARY FRONTAL SYSTEM WAS LOCATED JUST W OF KAUAI. THE AIRPLANE WAS NOT RECOVERED; DAMAGE AND INJURIES ARE PRESUMED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUATION OF VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS RESULTING IN SPATIAL DISORIENTATION AND LOSS OF AIRCRAFT CONTROL. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE ADVERSE WEATHER CONDITIONS AND THE PILOT'S FAILURE TO OBTAIN AN ADEQUATE WEATHER BRIEFING BEFORE FLIGHT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

4. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
5. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 7, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 65 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N787AM
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0814
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-VO
Registered Owner:	JIM MAYES COMPANY, INC.	Rated Power:	260 Horsepower
Operator:	JIM MAYES COMPANY, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	2 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	KAHULUI, MAUI , HI (OGG)	Type of Clearance:	None
Departure Time:	08:36 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	21.349384,-157.880081(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JEFF WELLER; HONOLULU , HI
Original Publish Date:	July 2, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27537

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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](#).