



Aviation Investigation Final Report

Location:	MINDEN, Nevada	Accident Number:	LAX92LA409
Date & Time:	September 30, 1992, 11:00 Local	Registration:	N6755T
Aircraft:	CESSNA 310D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE AIRCRAFT HAD NOT BEEN FLOWN OR THE ENGINES RUN IN TWELVE YEARS. BEFORE DEPARTING ON THE ACCIDENT FLIGHT THE PILOT AND AN A&P MECHANIC INSPECTED THE AIRCRAFT. SHORTLY AFTER TAKEOFF THE RIGHT ENGINE QUIT AND THE LEFT ENGINE BEGAN TO RUN ROUGH. THE PILOT WAS ABLE TO RESTART THE RIGHT ENGINE AND MANAGED TO KEEP THE LEFT ENGINE RUNNING BY ADJUSTING THE MIXTURE. WHILE ON DOWNWIND FOR RUNWAY 16 AT THE DESTINATION AIRPORT THE RIGHT ENGINE BEGAN TO LOSE POWER. THE PILOT ELECTED TO LAND DOWNWIND ON RUNWAY 34. WHILE ON FINAL APPROACH TO RUNWAY 34 THE PILOT OBSERVED AN AIRCRAFT LANDING ON THE OPPOSITE DIRECTION. AT THIS TIME BOTH ENGINES BEGAN TO LOSE POWER AND THE PILOT ELECTED TO EXECUTE AN OFF AIRPORT LANDING. THE PILOT LANDED IN A SCRUB BRUSH COVERED, OPEN FIELD. DURING THE LANDING ROLL THE AIRCRAFT CROSSED A ROAD AND COLLIDED WITH A ROAD MARKER. THE EXAMINATION OF BOTH ENGINES REVEALED THAT BOTH ENGINES' FUEL CONTROL SERVO AND MAIN FUEL SYSTEM SCREENS WERE DIRTY AND PARTIALLY PLUGGED. THE LEFT ENGINE DISTRIBUTOR VALVE PISTON WAS SEIZED AND CONTAINED REMNANTS OF THE FUEL TANKS BLADDER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S AND MECHANIC'S INADEQUATE INSPECTION OF THE AIRCRAFT AND THE PILOT'S POOR INFLIGHT DECISION BY NOT RETURNING TO THE DEPARTURE AIRPORT AFTER EXPERIENCING THE INITIAL ENGINE LOSS OF POWER ON TAKEOFF. CONTRIBUTING TO THIS ACCIDENT WAS FUEL STARVATION DUE TO FUEL SYSTEM CONTAMINATION, THE HIGH VEGETATION, AND THE ROAD SIGN.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. ALL ENGINES
2. (F) FLUID,FUEL - STARVATION
3. (F) FUEL SYSTEM - CONTAMINATION
4. (C) MAINTENANCE,INSPECTION - INADEQUATE - PILOT IN COMMAND
5. (C) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
6. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - ROUGH/UNEVEN
8. (F) TERRAIN CONDITION - SIGN

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 27, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6755T
Model/Series:	310D 310D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	39055
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	4830 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	AVIATION TRAINING, INC.	Rated Power:	260 Horsepower
Operator:	REBUILT AIRCRAFT & SALVAGE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	,G.-

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARSON CITY , NV (0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:40 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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.009376,-119.750183(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	ASI JAMES WOODS; RENO , NV
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27782

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