



# Aviation Investigation Final Report

---

<b>Location:</b>	AGUA DULCE, California	<b>Accident Number:</b>	LAX94LA345
<b>Date &amp; Time:</b>	September 1, 1994, 15:10 Local	<b>Registration:</b>	N3272X
<b>Aircraft:</b>	CESSNA 310L	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

---

## Analysis

THE AIRCRAFT OWNER, WHO IS ALSO A PILOT, SAID THE AIRCRAFT AND PILOT DEPARTED VAN NUYS, CALIFORNIA, ON THE MORNING OF THE ACCIDENT, STOPPED AT AGUA DULCE TO PICK UP THE OWNER AND THE OTHER PASSENGERS, THEN PROCEEDED TO MAMMOTH LAKES FOR A BUSINESS MEETING. THE AIRCRAFT WAS RETURNING THE PASSENGERS TO AGUA DULCE WHEN THE ACCIDENT HAPPENED. THE PILOT AND THE AIRCRAFT OWNER BOTH SAID THERE WERE NO MECHANICAL PROBLEMS WITH THE AIRCRAFT. THE PILOT WAS ON SHORT FINAL APPROACH TO RUNWAY 22 WHEN THE AIRCRAFT DRIFTED RIGHT OF THE RUNWAY. THE PILOT ELECTED TO DO A GO-AROUND AND APPLIED FULL POWER; BOTH THE PILOT AND THE AIRCRAFT OWNER STATED THAT BOTH ENGINES RESPONDED WITH FULL POWER. THE PILOT REACHED FOR THE FLAP SELECTOR SWITCH AND THE AIRCRAFT BEGAN ROLLING TO THE LEFT. BEFORE THE PILOT COULD CORRECT THE LEFT ROLL, THE LEFT WING TIP COLLIDED WITH THE GROUND AND THE AIRCRAFT CARTWHEELED TO A STOP. THE PILOT SAID THAT THE WINDSOCK INDICATED THE WIND APPEARED TO BE DIRECTLY DOWN THE RUNWAY. A PILOT WITNESS ON THE GROUND SAID THE WINDS AT THE TIME WERE FROM 250 DEGREES AT 15 KNOTS, WITH HIGHER GUSTS OF UNKNOWN INTENSITY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control of the aircraft while reaching cross cockpit for the flap control.

## Findings

---

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. RAISING OF FLAPS - INITIATED - PILOT IN COMMAND
2. DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

On September 1, 1994, at 1510 Pacific daylight time, a Cessna 310L, N3272X, collided with the ground during an attempted go-around at the Agua Dulce, California, airport. The aircraft was owned and operated by West Winds Aviation, of Van Nuys, California, and was on a cross-country business transportation flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was destroyed in the ground collision sequence. The certificated commercial pilot and two passengers were not injured; however, two passengers sustained minor injuries. The flight originated at Mammoth Lakes, California, on the day of the accident at 1315 hours as a cross-country flight to Agua Dulce.

According to the aircraft owner, who is also a pilot, the aircraft and pilot departed Van Nuys, California, on the morning of the accident, stopped at Agua Dulce to pick up the owner and the other passengers, then proceeded to Mammoth Lakes for a business meeting. The aircraft was returning the passengers to Agua Dulce when the accident happened.

The pilot and the aircraft owner both stated that there were no mechanical problems with the aircraft. The pilot was on short final approach to runway 22 when the aircraft drifted right of the runway. The pilot elected to do a go-around and applied full power; both the pilot and the aircraft owner stated that both engines responded with full power. The pilot reached for the flap selector switch and the aircraft began rolling to the left. Before the pilot could correct the left roll, the left wing tip collided with the ground and the aircraft cartwheeled to a stop.

The pilot stated that when he observed the windsock while on approach the wind appeared to be directly down the runway. A ground witness, who is also a pilot, reported that the winds at the time of the accident were from 250 degrees at 15 knots, with higher gusts of unknown intensity.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 6, 1994
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	830 hours (Total, all aircraft), 30 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3272X
<b>Model/Series:</b>	310L 310L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Provisional (Special)	<b>Serial Number:</b>	310L-0122
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-V
<b>Registered Owner:</b>	FEUERHELM TRANSPORTATION, INC.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	FEUERHELM TRANSPORTATION, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	WEST WINDS AVIATION	<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>		<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>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MAMMOTH LAKES , CA (MMH )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(L70 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AGUA DULCE AIRPARK L70	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2660 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4600 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Minor, 2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor, 3 None	<b>Latitude, Longitude:</b>	34.429256,-118.509735(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	LADD SCOTT; VAN NUYS , CA
<b>Original Publish Date:</b>	May 9, 1995
<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=28847">https://data.nts.gov/Docket?ProjectID=28847</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](#).