Aviation Investigation Final Report

Location:	LANCASTER, California	**Accident Number:**	LAX98LA101
Date & Time:	March 2, 1998, 12:30 Local	**Registration:**	N608G
Aircraft:	Cessna 310C	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted takeoff with the mixture controls in an intermediate lean position. The right engine stopped running approximately 300 feet agl, and the pilot elected to land straight ahead rather than attempt a single engine return for landing. When asked about the lean mixture setting for takeoff, the pilot stated that her mechanic had told her to do it that way.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of the mixture controls.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On March 2, 1998, at 1230 hours Pacific standard time, a Cessna 310C, N608G, was substantially damaged when it impacted terrain following takeoff from the William J. Fox Airport, Lancaster, California. There were minor injuries to the commercial pilot and one passenger and no damage to ground structures or surrounding terrain.

The pilot stated to the Federal Aviation Administration (FAA) inspector that after the right engine stopped at an altitude of approximately 300 feet agl, the decision was made to land straight ahead with the gear down rather than attempt a single engine closed traffic pattern.

Upon examination of the aircraft cockpit following the forced landing, the FAA inspector found both mixture controls in an intermediate lean position. When he interviewed the pilot as to why that position was used for takeoff, she stated that her aircraft mechanic had told her to do it that way. No other airframe discrepancies were noted and the aircraft had been refueled prior to takeoff.

An examination of the aircraft engines was conducted and no evidence of mechanical malfunction was found in either engine. Both rotated freely, had thumb compression on all cylinders with corresponding valve action, and ignition was verified to all sparkplugs. There was no contamination found in the fuel systems and the engine oil was clear for both. The spline drive on the right engine driven fuel pump was found partially severed and there was rust on the inside of the pump housing. However, the pump was flow tested using an electric drill to turn it and it pumped a solid stream of fuel with no cavitation bubbles visible.

Pilot Information

Certificate:	Commercial	**Age:**	26,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	May 28, 1996
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	625 hours (Total, all aircraft), 435 hours (Total, this make and model), 565 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N608G
Model/Series:	310C 310C	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	35941
Landing Gear Type:	Retractable - Tricycle	**Seats:**	5
Date/Type of Last Inspection:	February 4, 1998 100 hour	**Certified Max Gross Wt.:**	4600 lbs
Time Since Last Inspection:	3 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	6128 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-470-D
Registered Owner:	ANNA M. HAGEN	**Rated Power:**	240 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	WJF ,2350 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	12:50 Local	**Direction from Accident Site:**	70°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	**Visibility**	40 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	17°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(WJF)	**Type of Flight Plan Filed:**	None
Destination:	HENDERSON , NV (L15)	**Type of Clearance:**	None
Departure Time:	12:30 Local	**Type of Airspace:**	Class C

Airport Information

Airport:	WILLIAM J. FOX WJF	**Runway Surface Type:**	Asphalt
Airport Elevation:	2347 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	
Runway Length/Width:	5001 ft / 150 ft	**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	34.719478,-118.479919(est)

Administrative Information

Investigator In Charge (IIC):	Armstrong, Weldon
Additional Participating Persons:	BLAISE L WINTER (FAA); VAN NUYS , CA EMILE J LOHMAN (CESSNA); WICHITA , KS MICHAEL J GRIMES; LANCASTER , CA
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Investigation Class:	Class
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