



Aviation Investigation Final Report

Location:	KEYSTONE HGTS, Florida	Accident Number:	MIA84FA157
Date & Time:	April 30, 1984, 21:37 Local	Registration:	N80GC
Aircraft:	CESSNA 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT CRASHED WHILE THE PLT WAS ATTEMPTING TO TAKEOFF FROM RWY 10, WHICH WAS NOT LIGHTED. TIRE MARKS SHOWED THAT THE ACFT HAD RUN OFF THE RWY ABOUT 1200 FROM THE THRESHOLD. AFTER LEAVING THE RWY, THE ACFT COLLIDED WITH TREES BEFORE COMING TO REST. BOTH MAIN WINGTIP TANKS WERE RUPTURED & HAD SEPARATED FROM THE ACFT. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND WHERE THE WINGTIP TANKS CAME TO REST IN THE GRASS & NO FUEL WAS FOUND IN THE AUXILIARY TANKS. THE RIGHT PROP BLADES WERE CURLED AFT DURING THE CRASH SEQUENCE. THE LEFT PROP BLADES WERE RELATIVELY UNDAMAGED. NO PREIMPACT/MECHANICAL PROBLEM OF THE LEFT ENG WAS FOUND. A QUANTITY OF MARIJUANA WAS FOUND NEAR THE ACFT & EVIDENCE OF MARIJUANA RESIDUE WAS FOUND IN THE CABIN. THE AIRCREW HAD ABANDONED THE ACFT & THE TRUE OWNER WAS NOT VERIFIED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) FLUID,FUEL - STARVATION
 4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) LIGHT CONDITION - DARK NIGHT
 6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

8. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:		Age:	U
Airplane Rating(s):	None	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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N80GC
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0921
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	April 15, 1984 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	I0-540 SERIES
Registered Owner:	GRIFFCO PLASTICS, INC.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	GNV ,155 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	21:48 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	KEYSTONE HEIGHTS 42J	Runway Surface Type:	Asphalt
Airport Elevation:	196 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	
Runway Length/Width:	4400 ft / 150 ft	VFR Approach/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:	29.779191,-82.029655(est)

Administrative Information

Investigator In Charge (IIC): Watson, Thomas

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30988>

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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](#).