



Aviation Investigation Final Report

Location:	TITUSVILLE, Florida	Accident Number:	MIA87LA001
Date & Time:	October 1, 1986, 19:05 Local	Registration:	N29HH
Aircraft:	CESSNA T310R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHILE AT 9,000 FT, APRX 8 MILES NORTH OF TICO ARPT, HE LOST FUEL PRESSURE IN HIS LEFT ENG AND WHILE ATTEMPTING TO RESTART THE ENG AND FIND THE ARPT HE WAS UNABLE TO MAKE IT TO THE RUNWAY. THE ACFT LANDED ABOUT 150 FT SHORT AND COLLIDED WITH A FENCE. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE LEFT FUEL SELECTOR WAS IN THE OFF POSITION. THE LEFT ENG WAS RUN AT 1500 RPM FOR APRX 2 MINUTES DURING POST ACCIDENT TESTS. FUEL FLOW, MANIFOLD PRESSURE AND TACHOMETER WORKED NORMALLY, NO OTHER DISCREPANCIES WERE NOTED.

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: CRUISE

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - SWITCHED OFF
2. (F) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

4. (F) PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
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--no waivers/lim.	Last FAA Medical Exam:	November 16, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	546 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29HH
Model/Series:	T310R T310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R-1589
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 1, 1986 100 hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-BB
Registered Owner:	GEORGE F. MANCUSO	Rated Power:	310 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:	Dusk
Observation Facility, Elevation:	MLB ,9 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	19:05 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	MELBOURNE , FL (MLB)	Type of Flight Plan Filed:	IFR
Destination:	COLUMBIA , SC (CAE)	Type of Clearance:	IFR
Departure Time:	18:30 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	28.579618,-80.820472(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31807>

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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](#).