



Aviation Investigation Final Report

Location:	O'NEILL, Nebraska	Accident Number:	MKC90LA063
Date & Time:	March 9, 1990, 10:15 Local	Registration:	N2919R
Aircraft:	CESSNA 310G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES SAID THE AIRCRAFT LANDED LONG ON THE 4400 FOOT RUNWAY, THEN CONTINUED OFF THE DEPARTURE END & WENT INTO A DITCH. THE LANDING WAS MADE WITH A 14 KNOT TAILWIND COMPONENT. THE PLT SAID HE WAS UNABLE TO DETERMINE THE WIND DIRECTION BECAUSE OF A POORLY MARKED WIND INDICATOR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO SELECT THE PROPER RUNWAY OR GO AROUND. FACTORS RELATED TO THE ACCIDENT WERE: INADEQUATE WIND INDICATOR, TAILWIND, FAILURE OF THE PILOT TO ATTAIN THE PROPER TOUCHDOWN POINT, AND THE DITCH.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (F) AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INADEQUATE
 3. (F) COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND
 4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 24, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	292 hours (Total, all aircraft), 28 hours (Total, this make and model), 202 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2919R
Model/Series:	310G 310G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310G-0119
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4990 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-D
Registered Owner:	UNKNOWN	Rated Power:	260 Horsepower
Operator:	DOUGHERTY, JOHN	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:	ONL ,2030 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:37 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast / 20000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENVER , CO (APA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:15 Local	Type of Airspace:	

Airport Information

Airport:	O'NEILL ONL	Runway Surface Type:	Asphalt
Airport Elevation:	2030 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.460083,-98.639968(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: PAUL SCHEERER;

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=34940>

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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](#).