



Aviation Investigation Final Report

Location:	WEST PALM BEACH, Florida	Accident Number:	MIA94LA107
Date & Time:	March 26, 1994, 11:49 Local	Registration:	N69978
Aircraft:	CESSNA 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT THE LEFT WING DROPPED AFTER TOUCHDOWN DUE TO A FLAT LEFT MAIN TIRE. HE ATTEMPTED TO RAISE THE WING AT WHICH TIME THE AIRCRAFT BOUNCED UP AND BECAME AIRBORNE. THE AIRCRAFT THEN TOUCHED DOWN HARD. THE LEFT MAIN TIRE WAS FOUND TO HAVE A LARGE FLAT SPOT ON IT. A WITNESS REPORTED SEEING SMOKE COME FROM THE LEFT MAIN TIRE AT TOUCHDOWN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INADVERTENT LANDING WITH THE BRAKES ON, RESULTING IN A BOUNCED LANDING AND HIS FAILURE TO MAINTAIN AIRSPEED AFTER A BOUNCED LANDING WHICH RESULTED IN THE AIRCRAFT STALLING AND LANDING HARD.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND



Factual Information

On March 26, 1994, about 1149 eastern standard time, a Cessna 310Q, N69978, registered to Susan G Aviation Services, Inc., was damaged during landing at Palm Beach International Airport, West Palm Beach, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and a instrument flight rules flight plan was filed. The aircraft received substantial damage and the commercial-rated pilot was not injured. The flight originated at North Myrtle Beach, South Carolina on March 26, 1994, about 0800.

The pilot he approached runway 13 at Palm Beach International Airport and landed on the "numbers". The left side of the aircraft dipped after touchdown as if the left main tire was flat. He attempted to level the aircraft's wings. The aircraft bounced into the air and then touched down hard. He pulled off the runway and stopped the aircraft. The left main tire was flat. He then called for assistance.

Examination of the aircraft by a aircraft mechanic indicated the left main tire had a large flat spot on it. He stated he was told by an unknown witness that reported observing the landing that smoke came from the left tire on touchdown.

Pilot Information

Certificate:	Commercial	Age:	54, 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):	Airplane single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 5, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1750 hours (Total, all aircraft), 870 hours (Total, this make and model), 1650 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N69978
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Provisional (Special)	Serial Number:	310Q1051
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 5, 1994 Continuous airworthiness	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	6 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	6806 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-VO
Registered Owner:	SUSAN G AVIATION SVCS INC.	Rated Power:	260 Horsepower
Operator:	PETER L. SCHAFFER	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:	PBI ,19 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. MYRTLE BEACH, SC (CRE)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	08:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PALM BEACH INTERNATIONAL PBI	Runway Surface Type:	Asphalt
Airport Elevation:	19 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	6930 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	26.65929,-80.090675(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	VERNON A BENDER; FT. LAUDERDALE , FL
Original Publish Date:	November 18, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37517

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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](#).