



Aviation Investigation Final Report

Location:	SALEM, Ohio	Accident Number:	NYC94LA162
Date & Time:	September 1, 1994, 10:54 Local	Registration:	N7579Q
Aircraft:	CESSNA 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE COLLIDED WITH TWO MOTOR VEHICLES NEAR THE THRESHOLD OF AND DURING THE APPROACH TO RUNWAY 28L. THE PILOT CANCELED HIS IFR FLIGHT PLAN 5 MILES FROM THE AIRPORT. ACCORDING TO THE PILOT, '...THE AIRPORT WAS LOST FROM VIEW ON DOWNWIND.' HE TURNED BASE, AND DESCRIBED THE TURN AS BEING MADE, '...AT A POINT WHICH WAS CALCULATED TO BE SOME WHAT PREMATURE IN ORDER TO REGAIN SIGHT OF THE AIRPORT.' HE REGAINED SIGHT OF THE AIRPORT AFTER TURNING BASE, AND WROTE '...BUT THE ALTITUDE WAS PERCEIVED TO BE SLIGHTLY LOW FOR THE POSITION OF THE AIRCRAFT RELATIVE TO THE AIRPORT.' THE PILOT ADDED POWER, AND THE SINK RATE SUBSIDED. ON SHORT FINAL, AS THE AIRPLANE FLEW OVER A NORTH-SOUTH ORIENTED ROAD, AT THE APPROACH END OF THE RUNWAY, THE RIGHT WING TIP TANK STRUCK THE WINDSHIELD OF A DUMP TRUCK IN THE SOUTHBOUND LANE; THE LEFT WING STRUCK THE ROOF OF A VAN IN THE NORTHBOUND LANE. THE AIRPLANE LANDED ON A GRASS RUNWAY, THE LANDING GEAR COLLAPSED, AND THE AIRPLANE SKIDDED ON THE GROUND, COMING TO REST ON THE SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudged altitude and distance which resulted in a undershoot of the runway and collision with objects.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. OBJECT - VEHICLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On September 1, 1994, about 1054 eastern daylight time, a Cessna 310Q, N7579Q, piloted by William McPherson, collided with a truck and a van while on final approach to the Salem Airpark, Salem, Ohio. The airplane was substantially damaged, the pilot and the 3 passengers were not injured. There were no injuries to any persons on the ground. Visual meteorological conditions prevailed, and a IFR flight plan had been filed. The flight was operated under 14 CFR 91.

The pilot had cancelled his IFR flight plan 5 miles from the airport. According to the pilot's written statement on the NTSB Form 6120.1/2, "...the airport was lost from view on downwind." He turned base, and described the turn as being made, "...at a point which was calculated to be some what premature in order to regain sight of the airport." He regained sight of the airport after turning base, and wrote, "...but the altitude was perceived to be slightly low for the position of the aircraft relative to the airport." The pilot added power, and the sink rate subsided.

While on short final for runway 28L, and flying over State Road (SR) 45, a north-south road, about 1000 feet from the approach end of the runway, the airplane struck the windshield of a dump truck, travelling in a southerly direction, with the right wing tip tank. The airplane's left wing struck the roof of a van, in the north bound lane. The airplane landed on a grass runway, the gear collapsed, and the airplane skidded on the ground coming to rest on the side of the runway.

Pilot Information

Certificate:	Commercial	Age:	34, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2510 hours (Total, all aircraft), 485 hours (Total, this make and model), 2448 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7579Q
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0079
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 10, 1994 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	21 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5731 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-VO
Registered Owner:	STEVEN J. WILSON	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	LOGAN ALUMINUM INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	YNG ,1192 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RUSSELLVILLE , KY (4M7)	Type of Flight Plan Filed:	IFR
Destination:	(38D)	Type of Clearance:	IFR
Departure Time:	07:28 Local	Type of Airspace:	

Airport Information

Airport:	SALEM AIRPARK 38D	Runway Surface Type:	Asphalt
Airport Elevation:	1162 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3482 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	40.899696,-80.850181(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	LEE WHITE; CLEVELAND , OH
Original Publish Date:	December 7, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38820

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).