



Aviation Investigation Final Report

Location:	LAFAYETTE, Georgia	Accident Number:	ATL98LA075
Date & Time:	May 8, 1998, 15:00 Local	Registration:	N310DR
Aircraft:	Cessna 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he had flown several approaches to runway 2 and floated during the flares. On this landing, he did not extend the flaps, and flew the landing approach about five knots slower. Just before touchdown, with a good descent rate, he rotated with no change in the airplane's performance. The airplane landed hard, and the left main tire ruptured. The airplane veered off the runway, then veered further left, eventually colliding with a ditch. The airline transport rated pilot passenger stated to the pilot that it felt as if the airplane sank abruptly, and may have encountered a wind shift. The pilot also stated that this aircraft was a later model than he had previously flown, so he had only one hour total flight time in it. He believes, in retrospect, he should have received flight instruction before attempting to fly the airplane. The wind was from 290 degrees at 15 knots, gusting to 20 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare during landing. Factors were the pilot's lack of familiarity with the airplane and the crosswind condition.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR, TIRE - OVERLOAD

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On May 8, 1998, about 1500 eastern daylight time, a Cessna 310Q, N310DR, landed hard at the Barwick La Fayette Airport, La Fayette, Georgia. The airplane was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. The commercial pilot, a pilot rated passenger, and a second passenger were not injured. There was substantial damage to the airplane. The flight originated in Chattanooga, Tennessee, about 30 minutes prior to the accident.

According to the pilot, he had flown several approaches to runway 02 and floated during the flares. On this landing, he did not extend the flaps, and flew the landing approach about five knots slower. Just before touchdown, with a good descent rate, he rotated with no change in the airplane's performance. The airplane landed hard, and the left main tire ruptured. The airplane veered off the runway, then veered further left, eventually colliding with a ditch. The airline transport rated pilot passenger stated to the pilot that it felt as if the airplane sank abruptly, and may have encountered a wind shift. The pilot also stated that this aircraft was a later model than he had previously flown, so he had only one hour total flight time in it. He believes, in retrospect, he should have received flight instruction before attempting to fly the airplane.

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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	57, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 14, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1380 hours (Total, all aircraft), 25 hours (Total, this make and model), 1210 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N310DR
Model/Series:	310Q 310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	00104
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 9, 1997 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	116 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4497 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-E2B
Registered Owner:	DAVID H. RIGGS	Rated Power:	300 Horsepower
Operator:	RONALD WESTBROOK	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:	CHA ,682 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHATTANOOGA , TN (CHA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BARWICK LAFAYETTE 9A5	Runway Surface Type:	Asphalt
Airport Elevation:	777 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	4250 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.700569,-85.280181(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	CALVIN ROBINSON; REGAN H CAMPBELL;
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3993

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