



Aviation Investigation Final Report

Location:	ALBANY, Oregon	Accident Number:	SEA85LA145
Date & Time:	June 24, 1985, 19:50 Local	Registration:	N222MR
Aircraft:	CESSNA 310L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS ATTEMPTING TO BRACKET THE LOW BAR ON THE 2 BAR VASI TO AVOID LANDING LONG ON THE RWY. ON FINAL, THE ACFT LANDING GEAR STRUCK UNMARKED POWERLINES. THE ACFT THEN STRUCK THE GROUND IN A LEVEL ATTITUDE. A SMALL FIRE ENSUED IN THE LEFT TIP TANK. THE 4 DEG VASI HAD BEEN INSTALLED TO PROVIDE OBSTACLE CLEARANCE OVER THE LINES ON FINAL APCH. THE VASI WAS CHECKED FOLLOWING THE ACCIDENT AND WAS FOUND TO HAVE BEEN AIMED PROPERLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (C) UNSAFE/HAZARDOUS CONDITION WARNING - MISJUDGED - PILOT IN COMMAND
 3. (C) PROPER GLIDEPATH - NOT USED - PILOT IN COMMAND
 4. (F) OBJECT - WIRE, TRANSMISSION
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Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 3, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	681 hours (Total, all aircraft), 207 hours (Total, this make and model), 539 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N222MR
Model/Series:	310L 310L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310L-0147
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 4, 1984 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	33 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2201 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-V
Registered Owner:	TIMBER CONVERSION, INC.	Rated Power:	260 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EUGENE , OR (EUG)	Type of Flight Plan Filed:	None
Destination:	ALBANY , OR (S12)	Type of Clearance:	None
Departure Time:	19:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALBANY MUNICIPAL S12	Runway Surface Type:	Asphalt
Airport Elevation:	220 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 2 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 None	Latitude, Longitude:	44.619441,-123.129676(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date: January 19, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=40182>

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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](#).