



# Aviation Investigation Final Report

<b>Location:</b>	BREEZY POINT, Minnesota	<b>Accident Number:</b>	CHI98LA327
<b>Date &amp; Time:</b>	August 23, 1998, 15:30 Local	<b>Registration:</b>	N310X
<b>Aircraft:</b>	Cessna 310B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot would not comment on the accident. He was not communicative with investigators. His pilot's certificate had previously been revoked by the Federal Aviation Administration. One witness who heard a loud noise when the airplane landed, first observed it skid off the runway and then saw it spin around. An examination of the airplane after the accident revealed mechanical damage that could be associated with the accident landing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper flare of the airplane, and his not maintaining control of the airplane.

## Findings

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

- Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) FLARE - IMPROPER - PILOT IN COMMAND

## Factual Information

On August 23, 1998, at 1530 central daylight time, a Cessna 310B, N310X, sustained substantial damage during a hard landing on runway 36, at Pequot Lakes, Minnesota. The private pilot and one passenger reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed Crystal Airport near Minneapolis, Minnesota, exact time unknown.

Repeated attempts to communicate with the pilot were futile. The pilot did not return NTSB inquiries, messages or the NTSB Form 6120.1/2, which was mailed to him. It was learned that the pilot's certificate was revoked on August 28, 1995, by order of the Federal Aviation Administration. There is no record of the certificate restoration, a current medical, or biennial flight review. The passenger was not a rated pilot.

Subsequent to the accident the pilot refused to communicate with inspectors of the Federal Aviation Administration or local police authorities. At the time of the accident, he did admit to local authorities that he was the pilot after first claiming his son was the pilot (the son was not present at the time of the accident), and later saying that the passenger was the pilot, before admitting that he was flying at the time of the accident. He made no comments on the accident or how it happened.

One resident who lives adjacent to the airport stated that she heard the airplane land and that it made a "loud boom" when it touched down. She indicated that she did not see the touchdown; however, when the airplane came into her view she saw it, "... skid off the runway ... do a doughnut and came to a stop."

An examination of the airplane after the accident did not reveal any damage or mechanical anomalies other than those sustained during the accident.

## Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N310X
<b>Model/Series:</b>	310B 310B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	35637
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470-M
<b>Registered Owner:</b>	COREY L. GERULIS	<b>Rated Power:</b>	240 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PWC	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MINNEAPOLIS , MN (MIC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BREEZY POINT , MN (NONE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BREEZY POINT AIRPORT NONE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	46.600193,-94.320762(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, Stephen
<b>Additional Participating Persons:</b>	SCOT THOMPSON; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	February 16, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=43756">https://data.nts.gov/Docket?ProjectID=43756</a>

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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](#).