



Aviation Investigation Final Report

Location:	Nappanee, Indiana	Accident Number:	CHI04CA221
Date & Time:	August 10, 2004, 18:30 Local	Registration:	N7940Q
Aircraft:	Cessna 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage on impact with terrain during an aborted takeoff. The pilot's stated, "It was a perfect takeoff, until I reached 105 mph. I attempted to rotate the plane, but was unable to even lift the nose wheel off the ground. I tried again at 115 mph, but the plane was still unresponsive. After the 2nd failed rotation attempt, I immediately closed the throttles and applied heavy breaking. ... While I kept the plane straight, we went through a barb-wire fence, up over a road, down an easement and stopped in a farmer's field."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The delay in the pilot's performance of an aborted takeoff. A factor was the reported restricted movement of the elevator. Additional factors were the rising easement and roadway the airplane went over before coming to rest in the farmers field.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
4. (F) TERRAIN CONDITION - ROADWAY/HIGHWAY

Factual Information

On August 10, 2004, about 1830 central daylight time, a Cessna 310Q, N7940Q, piloted by a private pilot, sustained substantial damage on impact with terrain during an aborted takeoff from runway 27 at Nappanee Municipal Airport, near Nappanee, Indiana. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. An Instrument Flight Rules flight plan was on file. The pilot reported that he and his four passengers were uninjured. The flight was originating at the time of the accident and was destined for Griffing Sandusky Airport, near Sandusky, Ohio.

The pilot said that he completed a preflight inspection of the airplane. The pilot's accident report stated:

While taxiing, I noticed there was about 300 feet of unusable sod at the end of the runway. I then held the brakes, applied full power, and started my takeoff roll. It was a perfect takeoff, until I reached 105 mph. I attempted to rotate the plane, but was unable to even lift the nose wheel off the ground. I tried again at 115 mph, but the plane was still unresponsive. After the 2nd failed rotation attempt, I immediately closed the throttles and applied heavy braking. I threw off my headset and told all passengers to hold on. When I saw that I was going to be unable to stop the plane before hitting the fence, I told all passengers to brace themselves. While I kept the plane straight, we went through a barb-wire fence, up over a road, down an easement and stopped in a farmer's field. Upon hitting the easement, the right main landing gear collapsed. As soon as the plane came to a complete stop, I told [a passenger] to open the door now, and I told all the passengers to evacuate the plane immediately, meanwhile I closed the mixtures and shut down the master and magnetos, then exited the plane.

Pilot Information

Certificate:	Private	Age:	24, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 20, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 27, 2003
Flight Time:	710 hours (Total, all aircraft), 130 hours (Total, this make and model), 620 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7940Q
Model/Series:	310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0623
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 1, 2004 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	14000 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	Lazy Eight Aviation	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	GSH	Distance from Accident Site:	
Observation Time:	18:24 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	18°C / 14°C
Precipitation and Obscuration:			
Departure Point:	Nappanee, IN (C03)	Type of Flight Plan Filed:	IFR
Destination:	SANDUSKY, OH (SKY)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	41.446109,-85.934722

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Daniel T Sedberry; Federal Aviation Administration; South Bend, IN
Original Publish Date:	December 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59938

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