



# Aviation Investigation Final Report

<b>Location:</b>	Draper, Utah	<b>Accident Number:</b>	DEN05CA015
<b>Date &amp; Time:</b>	October 25, 2004, 13:35 Local	<b>Registration:</b>	N8175M
<b>Aircraft:</b>	Cessna 310I	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he "encountered rising terrain and pitched the aircraft up." The pilot stated that he saw terrain ahead of his flight path but "was too close to reverse course." The pilot stated that he "aligned the aircraft with the slope of the terrain and heard the stall warning" prior to impacting terrain. The airplane came to rest inverted, sustaining substantial damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate in-flight planning and decision making, and his failure to maintain adequate airspeed resulting in a stall.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - RISING
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

On October 25, 2004, at approximately 1335 mountain daylight time, a Cessna 310I, N8175M, piloted by a commercial pilot, impacted Point of the Mountain approximately 3 nautical miles south of Draper, Utah. Marginal visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The pilot and his passenger sustained minor injuries. The cross-country flight originated in Boise, Idaho, at approximately 1130 and was en route to Spanish Fork (U77), Utah, for a fuel stop.

According to the accident report submitted by the pilot, he was navigating with a global positioning system (GPS) unit to U77. Approximately 22 miles from U77, he "encountered rising terrain and pitched the aircraft up." The pilot stated that he saw Point of the Mountain ahead of his flight course but "was too close to reverse course." The pilot stated that he "aligned the aircraft with the slope of the terrain and heard the stall warning" prior to impacting terrain. The airplane came to rest inverted. The outboard wing tip tanks separated from both wings and both wings were crushed aft longitudinally and wrinkled.

According to the aviation routine weather report (METAR) at Provo taken at 1315, the weather was "winds 350 degrees at 3 knots, visibility 3 statute miles, sky condition scattered at 1,600 feet agl, broken at 2,300 feet agl, overcast at 2,800 feet agl, temperature 4 degrees Celsius (C), dewpoint 2 degrees C, altimeter 29,89 inches.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 1, 2004
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 6, 2004
<b>Flight Time:</b>	14209 hours (Total, all aircraft), 121 hours (Total, this make and model), 14178 hours (Pilot In Command, all aircraft), 121 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8175M
<b>Model/Series:</b>	310I	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310I0175
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 9, 2004 Annual	<b>Certified Max Gross Wt.:</b>	4800 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1598 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470-U
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PVU,4497 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	330°
<b>Lowest Cloud Condition:</b>	Scattered / 1600 ft AGL	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Broken / 2300 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	4°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BOISE, ID (BOI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SPANISH FORK, UT (U77 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PROVO MUNI PVU	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	40.633335,-111.883331

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	Bryan W Neville; FAA Flight Standards District Office; Salt Lake City, UT
<b>Original Publish Date:</b>	January 24, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=60434">https://data.nts.gov/Docket?ProjectID=60434</a>

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