



Aviation Investigation Final Report

Location:	Finleyville, Pennsylvania	Accident Number:	NYC06CA098
Date & Time:	April 15, 2006, 17:00 Local	Registration:	N93AC
Aircraft:	Cessna 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was flying a visual approach to runway 32, a 2,505-foot long, 50-foot wide, asphalt runway. On final approach, the pilot had the airplane configured with flaps extended 15 degrees, the landing gear extended, manifold pressure 18 inches, and airspeed at 118 mph. About 700 feet from the runway threshold, he extended the flaps to 35 degrees, and decreased the airspeed to 100 mph. The airplane then started to sink, and the pilot added full power; however, the airplane touched down hard in a dirt field about 100 feet prior to the runway threshold. The airplane subsequently sustained substantial damage and came to rest upright, on a grass area off the right side of the runway. The reported wind at a nearby airport, about the time of the accident, was from 320 degrees at 13 knots, gusting to 18 knots. The pilot did not report any pre-impact mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/speed during final approach, which resulted in an undershoot and hard landing.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: LANDING

Factual Information

The pilot was flying a visual approach to runway 32, a 2,505-foot-long, 50-foot-wide, asphalt runway. On final approach, the pilot had the airplane configured with flaps extended 15 degrees, the landing gear extended, manifold pressure 18 inches, and airspeed at 118 mph. About 700 feet from the runway threshold, he extended the flaps to 35 degrees, and decreased the airspeed to 100 mph. The airplane then started to sink, and the pilot added full power; however, the airplane touched down hard in a dirt field about 100 feet prior to the runway threshold. The airplane subsequently sustained substantial damage and came to rest upright, on a grass area off the right side of the runway. The reported wind at a nearby airport, about the time of the accident, was from 320 degrees at 13 knots, gusting to 18 knots. The pilot did not report any pre-impact mechanical malfunctions with the airplane.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	July 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2236 hours (Total, all aircraft), 110 hours (Total, this make and model), 2087 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N93AC
Model/Series:	310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0776
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	August 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520-E
Registered Owner:	Ken Air Inc	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AGC,1252 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	23°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rostraver, PA (FWQ)	Type of Flight Plan Filed:	None
Destination:	Finleyville, OH (G05)	Type of Clearance:	VFR
Departure Time:	16:50 Local	Type of Airspace:	

Airport Information

Airport:	Finleyville Airpark G05	Runway Surface Type:	Asphalt
Airport Elevation:	1240 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	Visual
Runway Length/Width:	2505 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	40.245834;-80.012222

Administrative Information

Investigator In Charge (IIC): Gretz, Robert

Additional Participating Persons:

Original Publish Date: August 29, 2006

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=63512>

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