



Aviation Investigation Final Report

Location:	Brownsburg, Indiana	Accident Number:	CHI07LA289
Date & Time:	August 3, 2007, 10:00 Local	Registration:	N7749Q
Aircraft:	Cessna 310Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that upon approaching his destination, air traffic control cleared him to descend to 3,000 feet and advised him of construction equipment on the airport. He reported he had the airport in sight and he closed his instrument flight plan. The pilot reported that shortly thereafter the right engine began to sputter and lose power. He stated that he saw the nearby highway with "no obstructions and some construction equipment" so he decided to land on the highway. The section of highway used for the landing was 3 miles northwest of the airport and it was closed due to road construction. The right wing tip tank contacted a construction road grader during the landing roll. The tip tank, wing ribs, and aileron were substantially damaged. Inspection of the airplane failed to reveal any mechanical failure/malfunction of the airplane or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's poor in-flight planning to make an off airport precautionary landing and his failure to maintain clearance from the construction equipment during the landing roll. Contributing to the accident was the construction equipment.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. REASON FOR OCCURRENCE UNDETERMINED
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (F) OBJECT - OTHER
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On August 3, 2007, about 1000 eastern daylight time, a Cessna 310Q, N7749Q, sustained substantial damage when the airplane impacted construction equipment while landing on Ronald Reagan Parkway near Brownsburg, Indiana. The personal flight was operating under Title 14 Code of Federal Regulations Part 91. Day visual meteorological conditions prevailed at the time of the accident. An instrument flight rules (IFR) flight plan was filed and was cancelled just prior to the landing. Neither the pilot nor the passenger sustained any injuries. The flight originated from Timmerman Airport (MWC), Milwaukee, Wisconsin, at 0710, and was intending to land at the Eagle Creek Airpark (EYE), Indianapolis, Indiana.

The pilot reported that upon approaching his destination, air traffic control cleared him to descend to 3,000 feet and advised him of construction equipment present on the airport. He stated he had the airport in sight and he closed his IFR flight plan. The pilot reported that shortly thereafter the right engine began to sputter and lose power. He stated he saw the nearby highway with "no obstructions and some construction equipment" so he decided to land on the highway. The section of highway used for the landing was closed due to road construction. The accident site was approximately 3 miles northwest of the airport.

The right wing tip tank contacted a construction road grader during the landing roll. The tip tank, wing ribs, and aileron were substantially damaged. Inspection of the airplane by inspectors from the Federal Aviation Administration Indianapolis Flight Standards District Office failed to reveal any mechanical failure/malfunction of the airplane or engine.

Pilot Information

Certificate:	Commercial	Age:	72, 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 With waivers/limitations	Last FAA Medical Exam:	August 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 1, 2007
Flight Time:	2800 hours (Total, all aircraft), 1358 hours (Total, this make and model), 2510 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7749Q
Model/Series:	310Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0249
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 1, 2007 Annual	Certified Max Gross Wt.:	3657 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3220 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-VO
Registered Owner:	N7749Q LLC	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IND,797 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	09:45 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:			
Departure Point:	MILWAUKEE, WI (MWC)	Type of Flight Plan Filed:	IFR
Destination:	Brownsburg, IN (EYE)	Type of Clearance:	None
Departure Time:	07:10 Local	Type of Airspace:	

Airport Information

Airport:	Eagle Creek Airpark EYE	Runway Surface Type:	
Airport Elevation:	823 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Sullivan, Pamela
Additional Participating Persons: Abigail Wallace; FAA; Indianapolis, IN

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=66788>

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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](#).