



Aviation Investigation Final Report

Location:	DALLAS, Texas	Accident Number:	FTW82DA261
Date & Time:	July 2, 1982, 13:42 Local	Registration:	N303TC
Aircraft:	CESSNA T310P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE AIRCRAFT OWNER, WHO HAD NOT FLOWN FOR ONE YEAR, AND A FLIGHT INSTRUCTOR WERE ON AN INSTRUCTIONAL FLIGHT TO PREPARE THE OWNER FOR A FLIGHT REVIEW. AFTER FLYING ABOUT ONE HOUR, THEY RETURNED TO THE AIRPORT AND BEGAN PRACTICING LANDINGS. AFTER THE SECOND LANDING (A TOUCH & GO), THE LEFT ENGINE LOST POWER SHORTLY AFTER TAKEOFF, BUT TOO LATE TO ABORT AND LAND ON THE RUNWAY. A WITNESS SAW THE AIRCRAFT YAW AT ABOUT 150, BUT COULD NOT HEAR IT OVER OTHER NOISE. ACCORDING TO HIM, THE AIRCRAFT ENTERED A DESCENT WITH THE PROPELLERS STILL ROTATING. THE AIRCREW STATED THAT THE RIGHT ENGINE SEEMED TO LOSE POWER AS THE GLIDE BECAME STEEP. A WHEELS UP LANDING WAS MADE AFTER CROSSING OVER TREES. AN INVESTIGATION REVEALED THAT BOTH FUEL SELECTORS WERE POSITIONED TO THE AUXILLARY TANKS AND BOTH OF THESE TANKS WERE EMPTY. BOTH PILOTS STATED THAT NO ATTEMPT WAS MADE TO CHANGE THE FUEL SELECTOR POSITIONS AFTER THE LOSS OF POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (C) FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
5. (C) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - OPEN FIELD
7. (F) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 9, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3145 hours (Total, all aircraft), 36 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N303TC
Model/Series:	T310P T310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310P0095
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-B
Registered Owner:	DONALD V. LONG	Rated Power:	285 Horsepower
Operator:	DONALD V. LONG	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RBD	Distance from Accident Site:	
Observation Time:	13:43 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	8 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	21 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	92°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DALLAS , TX (RBD)	Type of Flight Plan Filed:	None
Destination:	DALLAS , TX (RBD)	Type of Clearance:	
Departure Time:	13:40 Local	Type of Airspace:	

Airport Information

Airport:	REDBIRD RBD	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	3800 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Minor	Latitude, Longitude:	32.659797,-96.840232(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70396>

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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](#).