



Aviation Investigation Final Report

Location:	ELIM, Alaska	Accident Number:	ANC82DA058
Date & Time:	July 9, 1982, Local	Registration:	N7745Q
Aircraft:	CESSNA 310	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

ACCORDING TO THE PLT, HE WAS AT VMC WHEN HE SAW THE RIGHT ENG FUEL FLOW NEEDLE SPLIT AWAY FROM THE LEFT FUEL FLOW NEEDLE & THE ACFT STARTED TO SWERVE RIGHT. THE TAKEOFF WAS ABORTED & THE ACFT RAN OFF THE END OF THE RWY. THE RWY WAS HEAVILY RUTTED & ACFT HAD TO USE THE LEFT SIDE OF THE RWY FOR ABOUT 3/4 OF ITS LENGTH. THE ENG CONTROL FRICTION WAS SET SUCH THAT THE THROTTLES MOVED WITH LITTLE EFFORT. THE PLT STATED HE USES LITTLE FRICTION ON THE ENG CONTROLS.

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(PARTIAL) - NONMECHANICAL

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FIRE/RESCUE SERVICE - ROUGH/UNEVEN
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF

Findings

3. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: TAKEOFF

Findings

4. LANDING GEAR - OVERLOAD

5. LANDING GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 8, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5280 hours (Total, all aircraft), 280 hours (Total, this make and model), 355 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7745Q
Model/Series:	310 310	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310Q-245
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2845 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470-V9
Registered Owner:	SEWARD PENINSULA FLYING SVC	Rated Power:	260 Horsepower
Operator:	SEWARD PENINSULA FLYING SVC	Operating Certificate(s) Held:	On-demand air taxi (135)
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Overcast / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELIM , AK (ELT)	Type of Flight Plan Filed:	VFR
Destination:	NOME , AK (AI)	Type of Clearance:	None
Departure Time:	20:48 Local	Type of Airspace:	

Airport Information

Airport:	ELIM ELT	Runway Surface Type:	Dirt;Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	1975 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	64.630783,-162.340896(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70574>

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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](#).