



Aviation Investigation Final Report

Location:	FREEMONT, Michigan	Accident Number:	CHI82DA089
Date & Time:	March 6, 1982, 15:15 Local	Registration:	N7661Q
Aircraft:	CESSNA 310	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT WAS A RATED PILOT ON HIS FIRST INSTRUCTIONAL FLIGHT IN THIS AIRCRAFT. AFTER A PRACTICE ABORTED TAKEOFF, THE STUDENT APPLIED POWER TO START ANOTHER TAKEOFF. AT ABOUT THIS TIME, THE AIRCRAFT VEERED TO THE RIGHT. THE INSTRUCTOR APPLIED LEFT RUDDER AND CALLED FOR THE STUDENT TO CUT THE POWER; HOWEVER THE AIRCRAFT CONTINUED TO THE RIGHT AND STRUCK A SNOWBANK. DURING AN INVESTIGATION, THE RIGHT ENGINE WAS OPERATIONALLY CHECKED. WITH THE FUEL BOOST PUMPS OFF, IT FUNCTIONED NORMALLY. HOWEVER, WITH THE BOOST PUMP SWITCH IN THE HIGH POSITION, THE ENGINE WOULD NOT RESPOND PROPERLY WHEN THE THROTTLE WAS RETARDED FROM A HIGH POWER SETTING AND THEN RE-ADVANCED. THE FUEL FLOW REMAINED HIGH AND BLACK EMISSIONS CAME FROM THE EXHAUST SYSTEM. WHEN THE THROTTLE WAS RETARDED, THE ENGINE WOULD STOP RUNNING. THE LEFT ENGINE OPERATED NORMALLY DURING THE SAME CHECK. THE INSTRUCTOR SUSPECTED A MALFUNCTION OF THE FUEL PUMP PRESSURE SWITCH.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) FUEL INJECTION CONTROL/SYSTEM - UNDETERMINED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

3. (C) ABORTED TAKEOFF - DELAYED - DUAL STUDENT

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Findings

4. (F) TERRAIN CONDITION - WET

5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 4, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 500 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7661Q
Model/Series:	310 310	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	310Q0440
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1261 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470
Registered Owner:	LAKESHORE LEASING	Rated Power:	260 Horsepower
Operator:	LAKESHORE LEASING	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:	3FM	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FREEMONT , MI (3FM)	Type of Flight Plan Filed:	None
Destination:	FREEMONT , MI (3FM)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	FREEMONT MUNICIPAL 3FM	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.460891,-85.94963(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 6, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70752>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).