



# Aviation Investigation Final Report

<b>Location:</b>	WEST MEMPHIS, Arkansas	<b>Accident Number:</b>	FTW82DA100
<b>Date &amp; Time:</b>	March 22, 1982, 09:20 Local	<b>Registration:</b>	N5417A
<b>Aircraft:</b>	CESSNA 310B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

DURING A DUAL INSTRUCTION ENGINE OUT IN A TWO ENGINE AIRCRAFT A GO AROUND WAS ATTEMPTED BY THE STUDENT PILOT BECAUSE OF CONFLICTING TRAFFIC IN THE PATTERN. THE AIRCRAFT DEVELOPED A HIGH SINK RATE AND THE CFI LANDED THE AIRCRAFT WHEELS UP. THE STUDENT RAISED THE LANDING GEAR INSTEAD OF THE FLAPS.

## 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) - MECH FAILURE/MALF  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

#### Findings

2. (F) REMEDIAL ACTION - IMPROPER - DUAL STUDENT
3. (C) JUDGMENT - POOR - PILOT IN COMMAND

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Occurrence #3: COMPLETE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 8, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9105 hours (Total, all aircraft), 415 hours (Total, this make and model), 3199 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5417A
<b>Model/Series:</b>	310B 310B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	35617
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4700 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5568 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470-M
<b>Registered Owner:</b>	JIMMY WILBANKS	<b>Rated Power:</b>	240 Horsepower
<b>Operator:</b>	PHILLIP R. HALEY III	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	48°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MEMPHIS , TN (TN43)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WINSTON-SALEM , NC (INT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	WEST MEMPHIS MUNICIPAL AWM	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.140434,-90.180679(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** March 22, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=73005>

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.

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