



# Aviation Investigation Final Report

<b>Location:</b>	Nome, Alaska	<b>Accident Number:</b>	ANC10CA093
<b>Date &amp; Time:</b>	September 15, 2010, 10:45 Local	<b>Registration:</b>	N87256
<b>Aircraft:</b>	Cessna T310R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The solo airline transport pilot was on a personal cross-country flight operating under Title 14, CFR Part 91. He said he was on a special VFR approach, and was about 4 miles from the airport when he collided with terrain during a turn. He reported there were no mechanical problems with the airplane. The pilot's attorney said the pilot told him the airplane received substantial damage to the wings and fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from terrain during a special VFR approach, resulting in a collision with terrain.

## Findings

<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Personnel issues</b>	Flight planning/navigation - Pilot
<b>Environmental issues</b>	Below VFR minima - Contributed to outcome

## Factual Information

### History of Flight

<b>Approach</b>	Controlled flight into terr/obj (CFIT) (Defining event)
-----------------	---

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider; Gyroplane; Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 9, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 21, 2008
<b>Flight Time:</b>	16000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N87256
<b>Model/Series:</b>	T310R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310R0502
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 26, 2010 Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3400 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	TSIO-520 SER
<b>Registered Owner:</b>	OLSON DONALD C	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	OLSON DONALD C	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAOM,37 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	10:24 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 800 ft AGL	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Broken / 1500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	9°C / 8°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Golovin, AK (N93 )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Nome, AK (PAOM)	<b>Type of Clearance:</b>	Special VFR
<b>Departure Time:</b>	10:10 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	64.575553,-165.381103

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Mark Smith; FAA FSDO-01; Fairbanks, AK
<b>Original Publish Date:</b>	December 20, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=77322">https://data.nts.gov/Docket?ProjectID=77322</a>

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](#).