



Aviation Investigation Final Report

Location:	Gainesville, Florida	Accident Number:	GAA18CA243
Date & Time:	April 29, 2018, 21:30 Local	Registration:	N2212A
Aircraft:	Cessna 310	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, on final approach at night, while speaking with the control tower, the airplane's left horizontal stabilizer struck a tree. The pilot added full power, pitched up, the airplane yawed left, and he resumed final approach. The airplane landed without further incident.

The airplane sustained substantial damage to the left horizontal stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 an adequate approach path at night, which resulted in a tree strike.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tree(s) - Contributed to outcome
Environmental issues	Dark - Effect on operation

Factual Information

History of Flight

Approach-VFR pattern final	Controlled flight into terr/obj (CFIT) (Defining event)
Approach	Attempted remediation/recovery

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 15, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 12, 2017
Flight Time:	(Estimated) 207.3 hours (Total, all aircraft), 67.3 hours (Total, this make and model), 115.3 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 7.3 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2212A
Model/Series:	310 G	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310G-0018
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	March 21, 2018 Annual	Certified Max Gross Wt.:	4990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3193.5 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-470-D
Registered Owner:	On file	Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGNV, 123 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	00:53 Local	Direction from Accident Site:	321°
Lowest Cloud Condition:	Few / 8500 ft AGL	Visibility:	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PERRY, GA (PXE)	Type of Flight Plan Filed:	None
Destination:	FORT LAUDERDALE, FL (FXE)	Type of Clearance:	VFR; VFR flight following
Departure Time:	19:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	GAINESVILLE RGNL GNV	Runway Surface Type:	Asphalt
Airport Elevation:	151 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	7504 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.689167,-82.27333(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Andrew W Crossman; FAA; Orlando, FL
Original Publish Date:	August 27, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97139

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](#).