



National Transportation Safety Board Aviation Accident Final Report

Location:	AGUA DULCE, CA	Accident Number:	LAX94LA345
Date & Time:	09/01/1994, 1510 PDT	Registration:	N3272X
Aircraft:	CESSNA 310L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRCRAFT OWNER, WHO IS ALSO A PILOT, SAID THE AIRCRAFT AND PILOT DEPARTED VAN NUYS, CALIFORNIA, ON THE MORNING OF THE ACCIDENT, STOPPED AT AGUA DULCE TO PICK UP THE OWNER AND THE OTHER PASSENGERS, THEN PROCEEDED TO MAMMOTH LAKES FOR A BUSINESS MEETING. THE AIRCRAFT WAS RETURNING THE PASSENGERS TO AGUA DULCE WHEN THE ACCIDENT HAPPENED. THE PILOT AND THE AIRCRAFT OWNER BOTH SAID THERE WERE NO MECHANICAL PROBLEMS WITH THE AIRCRAFT. THE PILOT WAS ON SHORT FINAL APPROACH TO RUNWAY 22 WHEN THE AIRCRAFT DRIFTED RIGHT OF THE RUNWAY. THE PILOT ELECTED TO DO A GO-AROUND AND APPLIED FULL POWER; BOTH THE PILOT AND THE AIRCRAFT OWNER STATED THAT BOTH ENGINES RESPONDED WITH FULL POWER. THE PILOT REACHED FOR THE FLAP SELECTOR SWITCH AND THE AIRCRAFT BEGAN ROLLING TO THE LEFT. BEFORE THE PILOT COULD CORRECT THE LEFT ROLL, THE LEFT WING TIP COLLIDED WITH THE GROUND AND THE AIRCRAFT CARTWHEELED TO A STOP. THE PILOT SAID THAT THE WINDSOCK INDICATED THE WIND APPEARED TO BE DIRECTLY DOWN THE RUNWAY. A PILOT WITNESS ON THE GROUND SAID THE WINDS AT THE TIME WERE FROM 250 DEGREES AT 15 KNOTS, WITH HIGHER GUSTS OF UNKNOWN INTENSITY.

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 control of the aircraft while reaching cross cockpit for the flap control.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: GO-AROUND (VFR)

Findings

1. RAISING OF FLAPS - INITIATED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

On September 1, 1994, at 1510 Pacific daylight time, a Cessna 310L, N3272X, collided with the ground during an attempted go-around at the Agua Dulce, California, airport. The aircraft was owned and operated by West Winds Aviation, of Van Nuys, California, and was on a cross-country business transportation flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was destroyed in the ground collision sequence. The certificated commercial pilot and two passengers were not injured; however, two passengers sustained minor injuries. The flight originated at Mammoth Lakes, California, on the day of the accident at 1315 hours as a cross-country flight to Agua Dulce.

According to the aircraft owner, who is also a pilot, the aircraft and pilot departed Van Nuys, California, on the morning of the accident, stopped at Agua Dulce to pick up the owner and the other passengers, then proceeded to Mammoth Lakes for a business meeting. The aircraft was returning the passengers to Agua Dulce when the accident happened.

The pilot and the aircraft owner both stated that there were no mechanical problems with the aircraft. The pilot was on short final approach to runway 22 when the aircraft drifted right of the runway. The pilot elected to do a go-around and applied full power; both the pilot and the aircraft owner stated that both engines responded with full power. The pilot reached for the flap selector switch and the aircraft began rolling to the left. Before the pilot could correct the left roll, the left wing tip collided with the ground and the aircraft cartwheeled to a stop.

The pilot stated that when he observed the windsock while on approach the wind appeared to be directly down the runway. A ground witness, who is also a pilot, reported that the winds at the time of the accident were from 250 degrees at 15 knots, with higher gusts of unknown intensity.

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/06/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	830 hours (Total, all aircraft), 30 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3272X
Model/Series:	310L 310L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	310L-0122
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-V
Registered Owner:	FEUERHELM TRANSPORTATION, INC.	Rated Power:	260 hp
Operator:	FEUERHELM TRANSPORTATION, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	WEST WINDS AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	MAMMOTH LAKES, CA (MMH)	Type of Flight Plan Filed:	None
Destination:	(L70)	Type of Clearance:	None
Departure Time:	1315 PDT	Type of Airspace:	Class G

Airport Information

Airport:	AGUA DULCE AIRPARK (L70)	Runway Surface Type:	Asphalt
Airport Elevation:	2660 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4600 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH,	Report Date:	05/09/1995
Additional Participating Persons:	LADD SCOTT; VAN NUYS, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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