



National Transportation Safety Board Aviation Accident Data Summary

Location:	SALEM, OH	Accident Number:	NYC94LA162
Date & Time:	09/01/1994, 1054 EDT	Registration:	N7579Q
Aircraft:	CESSNA 310Q	Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE COLLIDED WITH TWO MOTOR VEHICLES NEAR THE THRESHOLD OF AND DURING THE APPROACH TO RUNWAY 28L. THE PILOT CANCELED HIS IFR FLIGHT PLAN 5 MILES FROM THE AIRPORT. ACCORDING TO THE PILOT, '...THE AIRPORT WAS LOST FROM VIEW ON DOWNWIND.' HE TURNED BASE, AND DESCRIBED THE TURN AS BEING MADE, '...AT A POINT WHICH WAS CALCULATED TO BE SOME WHAT PREMATURE IN ORDER TO REGAIN SIGHT OF THE AIRPORT.' HE REGAINED SIGHT OF THE AIRPORT AFTER TURNING BASE, AND WROTE '...BUT THE ALTITUDE WAS PERCEIVED TO BE SLIGHTLY LOW FOR THE POSITION OF THE AIRCRAFT RELATIVE TO THE AIRPORT.' THE PILOT ADDED POWER, AND THE SINK RATE SUBSIDED. ON SHORT FINAL, AS THE AIRPLANE FLEW OVER A NORTH-SOUTH ORIENTED ROAD, AT THE APPROACH END OF THE RUNWAY, THE RIGHT WING TIP TANK STRUCK THE WINDSHIELD OF A DUMP TRUCK IN THE SOUTHBOUND LANE; THE LEFT WING STRUCK THE ROOF OF A VAN IN THE NORTHBOUND LANE. THE AIRPLANE LANDED ON A GRASS RUNWAY, THE LANDING GEAR COLLAPSED, AND THE AIRPLANE SKIDDED ON THE GROUND, COMING TO REST ON THE SIDE OF THE RUNWAY.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot misjudged altitude and distance which resulted in a undershoot of the runway and collision with objects.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
2. OBJECT - VEHICLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2510 hours (Total, all aircraft), 485 hours (Total, this make and model), 2448 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7579Q
Model/Series:	310Q 310Q	Engines:	2 Reciprocating
Operator:	STEVEN J. WILSON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-VO
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	YNG, 1192 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 45°
Temperature:	16° C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	RUSSELLVILLE, KY (4M7)	Destination:	(38D)

Airport Information

Airport:	SALEM AIRPARK (38D)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	3482 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Adopted Date: 12/07/1994

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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.