



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	LANCASTER, CA	<b>Accident Number:</b>	LAX98LA101
<b>Date &amp; Time:</b>	03/02/1998, 1230 PST	<b>Registration:</b>	N608G
<b>Aircraft:</b>	Cessna 310C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On March 2, 1998, at 1230 hours Pacific standard time, a Cessna 310C, N608G, was substantially damaged when it impacted terrain following takeoff from the William J. Fox Airport, Lancaster, California. There were minor injuries to the commercial pilot and one passenger and no damage to ground structures or surrounding terrain.

The pilot stated to the Federal Aviation Administration (FAA) inspector that after the right engine stopped at an altitude of approximately 300 feet agl, the decision was made to land straight ahead with the gear down rather than attempt a single engine closed traffic pattern.

Upon examination of the aircraft cockpit following the forced landing, the FAA inspector found both mixture controls in an intermediate lean position. When he interviewed the pilot as to why that position was used for takeoff, she stated that her aircraft mechanic had told her to do it that way. No other airframe discrepancies were noted and the aircraft had been refueled prior to takeoff.

An examination of the aircraft engines was conducted and no evidence of mechanical malfunction was found in either engine. Both rotated freely, had thumb compression on all cylinders with corresponding valve action, and ignition was verified to all sparkplugs. There was no contamination found in the fuel systems and the engine oil was clear for both. The spline drive on the right engine driven fuel pump was found partially severed and there was rust on the inside of the pump housing. However, the pump was flow tested using an electric drill to turn it and it pumped a solid stream of fuel with no cavitation bubbles visible.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Female
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/28/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	625 hours (Total, all aircraft), 435 hours (Total, this make and model), 565 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N608G
<b>Model/Series:</b>	310C 310C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	35941
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	02/04/1998, 100 Hour	<b>Certified Max Gross Wt.:</b>	4600 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6128 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-D
<b>Registered Owner:</b>	ANNA M. HAGEN	<b>Rated Power:</b>	240 hp
<b>Operator:</b>	ANNA M. HAGEN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WJF, 2350 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1250 PST	Direction from Accident Site:	70°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(WJF)	Type of Flight Plan Filed:	None
Destination:	HENDERSON, NV (L15)	Type of Clearance:	None
Departure Time:	1230 PST	Type of Airspace:	Class C

## Airport Information

Airport:	WILLIAM J. FOX (WJF)	Runway Surface Type:	Asphalt
Airport Elevation:	2347 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WELDON T ARMSTRONG
Additional Participating Persons:	BLAISE L WINTER (FAA); VAN NUYS, CA EMILE J LOHMAN (CESSNA); WICHITA, KS MICHAEL J GRIMES; LANCASTER, CA
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .