



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	JANESVILLE, WI	<b>Accident Number:</b>	CHI99LA016
<b>Date &amp; Time:</b>	11/01/1998, 2001 CST	<b>Registration:</b>	N8069M
<b>Aircraft:</b>	Cessna 310I	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On November 1, 1998, at 2001 central standard time, a Cessna 310I, N8069M, sustained substantial damage during an undershoot to runway 4 (6,701' X 150' dry/asphalt) at Rock County Airport, near Janesville, Wisconsin. The pilot said that because the nose landing gear would not extend an emergency landing was initiated. He said that during the emergency landing the engine power was reduced to zero and the landing was short of the runway. The pilot and one passenger reported no injuries, while the pilot rated passenger reported minor injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The local flight departed at 1825.

In his written statement, the owner/pilot indicated that the pre-flight was conducted in the hangar. He said he decided to pull the airplane out of the hangar by use of a tow bar, after which using an auxiliary power unit the engines were started. The pilot was in the left seat during the engine startup. After stowing the auxiliary power unit, the other passengers boarded the airplane and the airplane departed on a local flight. During the landing gear retraction a "... loud bang was heard... ." He said that when he attempted to lower the landing gear utilizing both normal and emergency landing gear extension procedures; he was unable to obtain a safe gear down indication. After making a low pass over the airport, it was determined that the nose landing gear was not extended. He said he then decided that an emergency landing would have to be conducted. He stated that during the final approach the engines were shut down, and the fuel and electrical switches were turned off. The pilot said that it then became apparent that the airplane would touch down short of the runway. At that point the pilot/passenger in the right seat took the controls and an attempt to regain power was initiated; however, the airplane impacted the terrain 750 feet short of the runway, prior to restoration of sufficient power to avoid the undershoot.

After the accident the tow bar was found adjacent to the airplane in the field. A subsequent examination of the airplane revealed no pre-accident anomalies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/12/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	433 hours (Total, all aircraft), 195 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 7 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>	N8069M
<b>Model/Series:</b>	310I 310I	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310I-0069
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	10/08/1998, Annual	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5470 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-U
<b>Registered Owner:</b>	DAVID C. MURDY	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	DAVID C. MURDY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JVL, 808 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2007 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(JVL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1800 CST	Type of Airspace:	Class D

## Airport Information

Airport:	ROCK COUNTY (JVL)	Runway Surface Type:	Asphalt
Airport Elevation:	808 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	
Runway Length/Width:	6701 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON
Additional Participating Persons:	ROBERT G BRANDT; MILWAUKEE, WI CHESTER J CYBULSKI; MILWAUKEE, WI
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:pubin@ntsb.gov">pubin@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> .