



National Transportation Safety Board Aviation Accident Final Report

Location:	JANESVILLE, WI	Accident Number:	CHI99LA016
Date & Time:	11/01/1998, 2001 CST	Registration:	N8069M
Aircraft:	Cessna 310I	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A preflight inspection was conducted in the hangar. The airplane was then pulled from the hangar by use of a tow bar. The pilot and two passengers boarded the airplane and departed on a local flight. During the landing gear retraction a loud bang was heard. Attempts to extend the gear were unsuccessful and an emergency landing was initiated. During the final approach the engines were shut down. When it was obvious that the airplane would touch down short of the runway an attempt to regain power was initiated; however, restoration of power was not sufficient to avoid impact with the terrain 750 feet short of the runway. An examination subsequent to the accident found the tow bar adjacent to the airplane in the field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection in which he failed to remove the tow bar from the nose gear. Also causal was his misjudgment of distance and altitude from the runway which resulted in both his premature shutdown of the engines and an undershoot of the runway.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: STANDING - PRE-FLIGHT

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. (C) MISCELLANEOUS EQUIPMENT - NOT REMOVED - PILOT IN COMMAND
 3. (F) LANDING GEAR,NOSE GEAR - JAMMED
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Occurrence #2: WHEELS UP LANDING
Phase of Operation: EMERGENCY LANDING

Findings

4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
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Occurrence #3: UNDERSHOOT
Phase of Operation: EMERGENCY LANDING

Findings

5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. ENGINE SHUTDOWN - PREMATURE - PILOT IN COMMAND

Factual Information

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

Certificate:	Private	Age:	41, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/12/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N8069M
Model/Series:	310I 310I	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	310I-0069
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/08/1998, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	4 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5470 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-U
Registered Owner:	DAVID C. MURDY	Rated Power:	260 hp
Operator:	DAVID C. MURDY	Operating Certificate(s) Held:	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	Report Date:	07/02/1999
Additional Participating Persons:	ROBERT G BRANDT; MILWAUKEE, WI CHESTER J CYBULSKI; MILWAUKEE, WI		
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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