



National Transportation Safety Board Aviation Accident Data Summary

Location:	JANESVILLE, WI	Accident Number:	CHI99LA016
Date & Time:	11/01/1998, 2001 CST	Registration:	N8069M
Aircraft:	Cessna 310I	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

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

Occurrence #2: WHEELS UP LANDING
Phase of Operation: EMERGENCY LANDING

Findings

4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3: UNDERSHOOT
Phase of Operation: EMERGENCY LANDING

Findings

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

Pilot Information

Certificate:	Private	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	DAVID C. MURDY	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-U
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JVL, 808 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 5000 ft agl	Wind Speed/Gusts, Direction:	11 knots / , 50°
Temperature:		Visibility:	12 Miles
Precipitation and Obscuration:			
Departure Point:	(JVL)	Destination:	

Airport Information

Airport:	ROCK COUNTY (JVL)	Runway Surface Type:	Asphalt
Runway Used:	4	Runway Surface Condition:	Dry
Runway Length/Width:	6701 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON

Adopted Date: 07/02/1999

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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