



National Transportation Safety Board Aviation Accident Final Report

Location:	CHRISTIANSBURG, VA	Accident Number:	BFO91LA046
Date & Time:	05/01/1991, 1240 EDT	Registration:	N6632T
Aircraft:	CESSNA 310D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE ACFT WAS ON ITS FIRST FLIGHT IN ABOUT 2 YEARS WHEN THE ACCIDENT OCCURRED. THE ACFT WAS BEING FLOWN TO THE DESTINATION WHERE IT WAS TO BE USED FOR SALVAGE. ACCORDING TO THE PILOT, WHILE EN ROUTE, THE RIGHT ENGINE BEGAN RUNNING ROUGH BEFORE IT LOST TOTAL POWER. THE PLT SAID HE WAS UNABLE TO MAINTAIN ALTITUDE ON THE OTHER ENGINE, SO HE DID A FORCED LANDING ON A HIGHWAY WHERE THE ACFT STRUCK A TRUCK. THE EXAMINATION OF THE ENGINE REVEALED THE RIGHT ENGINE AIR FILTER WAS OBSTRUCTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE MAINTENANCE. CONTRIBUTING WAS AN OBSTRUCTED AIR FILTER.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) INDUCTION AIR CONTROL,AIR FILTER/SCREEN - BLOCKED(PARTIAL)
2. (C) MAINTENANCE - INADEQUATE
3. (C) RAM/INDUCTION AIR - BLOCKED(PARTIAL)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	12/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 50 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6632T
Model/Series:	310D 310D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	39032
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	4830 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470D
Registered Owner:		Rated Power:	240 hp
Operator:	U.S. AIR SALVAGE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ROA, 1176 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1250 EDT	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	35 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 13° C
Precipitation and Obscuration:			
Departure Point:	PERKASIE, PA (N70)	Type of Flight Plan Filed:	None
Destination:	JOHNSON CITY, TN (OA6)	Type of Clearance:	None
Departure Time:	1000 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Dennis L Jones	Report Date:	04/08/1993
Additional Participating Persons:	GEORGE BUSH; SANDSTON, VA		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).