



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EL DORADO, OK	<b>Accident Number:</b>	FTW82DA259
<b>Date &amp; Time:</b>	07/01/1982, 1715 CDT	<b>Registration:</b>	N7692Q
<b>Aircraft:</b>	CESSNA 310Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

WHEN THE PILOT ARRIVED IN THE VICINITY OF HIS DESTINATION, HE LOWERED THE GEAR AND FLAPS AND DLEW OVER AN OIL RIG. HE DID THIS TO ALERT SOMEONE ON THE GROUND TO PICK HIM UP AT THE DESTINATION. AS HE APPLIED POWER TO PROCEED TO THE AIRPORT, THE LEFT ENGINE DID NOT RESPOND. HE REPORTED THAT THE ENGINE ACTED LIKE THE FUEL HAD BEEN CUT OFF. HE SAW A ROAD AHEAD AND ELECTED TO LAND AS HE WAS AFRAID THE OTHER ENGINE WOULD LOOSE POWER. DURING THE LANDING, THE LEFT TIP TANK STRUCK A TREE. THE AIRCRAFT THEN VEERED INTO A DITCH AND THE NOSE GEAR COLLAPSED. THE PILOT STATED THAT HE DID NOT SERVICE THE PLANE BEFORE TAKEOFF. HE ESTIMATED THAT 50 GALLONS WAS ON BOARD DURING DEPARTURE. THE ONE HOUR AND 25 MINUTE FLIGHT WOULD HAVE REQUIRED ABOUT 280 LBS OF FUEL. THE PILOT REPORTED NO MECHANICAL MALFUNCTION OR FAILURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

9. (F) TERRAIN CONDITION - DITCH

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Occurrence #5: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

10. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/04/1980
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4563 hours (Total, all aircraft), 350 hours (Total, this make and model), 4363 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7692Q
<b>Model/Series:</b>	310Q 310Q	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	310Q0471
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2192 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-470-VQ
<b>Registered Owner:</b>	ANSLEY PAPER CO.	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	ANSLEY PAPER CO.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1715	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	5°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	100° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GRAHAM, TX	Type of Flight Plan Filed:	None
Destination:	QUANAH, TX	Type of Clearance:	None
Departure Time:	1630	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Report Date:	07/01/1983
Additional Participating Persons:		
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 <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> .	

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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](#).