



National Transportation Safety Board Aviation Accident Data Summary

Location:	EL DORADO, OK	Accident Number:	FTW82DA259
Date & Time:	07/01/1982, 1715 CDT	Registration:	N7692Q
Aircraft:	CESSNA 310Q	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

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

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

Findings

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

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

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

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

Findings

- 9. (F) TERRAIN CONDITION - DITCH

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

Findings

- 10. LANDING GEAR,NOSE GEAR - OVERLOAD

Pilot Information

Certificate:	Commercial	Age:	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N7692Q
Model/Series:	310Q 310Q	Engines:	2 Reciprocating
Operator:	ANSLEY PAPER CO.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	IO-470-VQ
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	17 knots / , 5°
Temperature:	100° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	GRAHAM, TX	Destination:	QUANAH, TX

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Adopted Date: 07/01/1983
Investigation Docket:	NTSB accident and incident docket 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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