



National Transportation Safety Board Aviation Accident Factual Report

Location:	Oklahoma City, OK	Accident Number:	FTW04LA031
Date & Time:	12/02/2003, 1430 CST	Registration:	N815M
Aircraft:	Cessna 310-H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

On December 2, 2003, approximately 1430 central standard time, a Cessna 310-H twin-engine airplane, N815M, registered to and operated by a private individual, was substantially damaged during a forced landing following a loss of engine power to both engines while on final approach to Sundance Airpark (HSD), near Oklahoma City, Oklahoma. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from Mount Vernon Airport (MVN), near Mount Vernon, Illinois, at 1015.

The 1,800-hour pilot reported to a FAA inspector that he departed Springfield, Missouri, after making a fuel stop, at which time he filled all fuel tanks. The pilot received visual flight rules (VFR) flight following enroute to HSD. He flew for approximately one hour, while using fuel from the main tanks. The pilot then switched to the auxiliary fuel tanks, and flew for another forty-five minutes and arrived in Oklahoma City, Oklahoma. Oklahoma City Approach Control terminated radar services when the pilot reported the airport in sight. The pilot turned final to Runway 17, approximately three miles north of the airport and lowered the flaps to fifteen degrees. The pilot stated he was at an altitude of 2,500 MSL, when the left engine lost power. Approximately ten seconds later, the right engine lost power. The pilot landed the airplane in a field with the landing gear up, approximately two miles north of HSD.

Examination of the aircraft by an FAA inspector revealed wrinkling of the upper surfaces of both wings. The main fuel tanks were visually inspected and found to be one-third to one-half full of fuel. The auxiliary tanks were found to be empty. The fuel selector valves were found in the auxiliary position for both engines. The pilot reported that he was distracted by weather and communications with Oklahoma City Approach Control, and forgot to switch tanks.

At Will Rogers World Airport, near Oklahoma City, Oklahoma, located 17 miles southwest of the accident site, the Automated Surface Observing Station (OKC) at 1414 reported winds from 140 degrees at 21 knots, gusting to 26 knots, visibility 10 statute miles, with a broken ceiling at 2,200, and overcast skies at 6,000. The temperature was reported as 10 degrees Celsius, dewpoint as minus 4 degrees Celsius, and an altimeter setting of 30.12 inches of Mercury.

Despite several attempts, the pilot failed to return the completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2).

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/10/2002
Occupational Pilot:		Last Flight Review or Equivalent:	07/08/2003
Flight Time:	1800 hours (Total, all aircraft), 110 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N815M
Model/Series:	310-H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	310H0042
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6355 Hours	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-470
Registered Owner:	Michael Lee Spiller	Rated Power:	260 hp
Operator:	Michael Lee Spiller	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	10° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Mount Vernon, IL (MVN)	Type of Flight Plan Filed:	None
Destination:	Oklahoma City, OK (HSD)	Type of Clearance:	None
Departure Time:	1015 CST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.601944, -97.706111

Administrative Information

Investigator In Charge (IIC):	Frank McGill
Additional Participating Persons:	Lloyd R Cook; Flight Standards District Office; Oklahoma City, OK
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/ .