



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Davenport, WA	<b>Accident Number:</b>	SEA05CA035
<b>Date &amp; Time:</b>	01/03/2005, 1245 PST	<b>Registration:</b>	N310RA
<b>Aircraft:</b>	Cessna 310J	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The flight encountered light mixed icing during descent. The airplane was in icing conditions for about 15 minutes. The pilot used the de-icing boots during the icing encounter and cycled the boots for the last time on downwind leg for landing. During the landing flare, he reduced power over the threshold about 15 feet agl, and the airplane stalled at a higher than normal airspeed resulting in a hard landing. The pilot stated that the accident could have been prevented by keeping power and airspeed up until touchdown when landing an airplane which has encountered icing conditions and retained some airframe ice.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed during landing with airframe ice, which resulted in an inadvertent stall and hard landing. Factors were the icing conditions and the airframe ice.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (F) AIRFRAME - ICE
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - ENCOUNTERED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE - DETERIORATED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1830 hours (Total, all aircraft), 471 hours (Total, this make and model), 1699 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N310RA
<b>Model/Series:</b>	310J	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Richard W. Alldredge	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-470U
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Overcast / 1700 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	
<b>Temperature:</b>	-7° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Auburn, WA (S50)	<b>Destination:</b>	Davenport, WA (68S)

## Airport Information

<b>Airport:</b>	Davenport Municipal (68S)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	05	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Georgia R Struhsaker	<b>Adopted Date:</b>	03/30/2005
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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.