



National Transportation Safety Board Aviation Accident Final Report

Location:	Union City, SC	Accident Number:	ATL05CA068
Date & Time:	04/03/2005, 1420 EDT	Registration:	N3064L
Aircraft:	Cessna 310J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, while returning from a cross-country flight, he prepared to land on runway 23 at Union, South Carolina. As the airplane touched down on runway 23 the airplane bounced and veered to the right. The pilot applied the left brake and right engine power in an attempt to regain direction control of the airplane but was unsuccessful. Full power was added to abort the landing but the airplane did not regain flying speed. The pilot reduced the power in an attempt to regain control and stop the airplane. The airplane overran the departure end of the runway and collided with a berm. Examination of the airplane revealed the fuselage was buckled. The right main gear shared off, and the outboard section of the right wing. Post accident examination of the airplane revealed no mechanical or flight control malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the landing. A contributing factor was the pilot's failure to maintain directional control.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ABORTED

Findings

1. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
2. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - BERM

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/06/2004
Occupational Pilot:		Last Flight Review or Equivalent:	10/18/2003
Flight Time:	2595 hours (Total, all aircraft), 220 hours (Total, this make and model), 2390 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3064L
Model/Series:	310J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	310J0064
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/17/2005, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	7 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5494 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	Robert D Hagberg	Rated Power:	260 hp
Operator:	Robert D Hagberg	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSP, 964 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1153 EDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	17° C / 4° C
Precipitation and Obscuration:			
Departure Point:	Edisto Island, SC	Type of Flight Plan Filed:	VFR
Destination:	UNION, SC (35A)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class E

Airport Information

Airport:	UNION COUNTY, TROY SHELTON FIE (35A)	Runway Surface Type:	Asphalt
Airport Elevation:	605 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3008 ft / 60 ft	VFR Approach/Landing:	Go Around

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:	34.686389, -81.641667

Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne	Report Date:	07/07/2005
Additional Participating Persons:	Lanny Cline; Columbia FSDO; Columbia, SC		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).