

Accident 6/29/2017

Cessna 310R – N87297

Pilot – Francis Pisano – Certificate #: [REDACTED]

Passenger – Janan Pisano (Spouse)

CE-310, N87297 crashed on the 405 south, ¼ mile west of Macarthur Blvd exit while attempting an emergency landing on RWY 20r due to a right engine failure. The aircraft is destroyed. Mr. Pisano and his wife suffered lower back fractures.

Inspector Kenneth Collie and myself were dispatched to the accident scene at 10:15 local. We arrived on scene at 11:15 and observed wreckage on both north and southbound sides of Interstate 405. The bulk of the wreckage was on the southbound side of the 405. Upon arriving on scene we were greeted by The Director of Airport Operations, OC Fire Authority, California Highway Patrol (CHP), and the FBI among others.

The CHP conducted a briefing upon our arrival. The following is a summary of that briefing:

- Approximately 9:30, shortly after takeoff, N87297 made a MAYDAY call and stated that they had an engine failure. Eyewitnesses saw the airplane approaching from the northwest (making the turn from base to final). The airplane suddenly lost altitude, “dropped from the sky”, and impacted the center highway divider with the left main tire and left tip tank. The tip tank was ripped from the main section of the left wing coming to rest in the northbound lanes. Fuel in the tank ignited resulting in a significant fire on the northbound side of the 405. The airplane then “pancaked” onto the southbound lanes, skidded across the highway and impacted the right lane wall. A small pickup driving south was struck from behind and pushed into the right wall, as the airplane was sliding and spinning on the highway. One car diving southbound very slightly hit the wing of the airplane, 1 other car hit some debris. A car driving northbound hit the left main landing gear, which caused significant damage to that car. None of the people in the cars suffered any injuries.
- John Triplett, an off duty firefighter, was in the car that struck the wing. He saw the woman passenger in the plane “poke her head up” and he ran over to offer help. He pulled the pilot out and started to render aid to the pilot. Karen Herold, a nurse practitioner, was in a vehicle heading southbound, she rendered aid to the female passenger. The female passenger had a significant laceration to the head.

11:30 – 13:10 Inspectors Houlihan and Collie conducted 7 eye witness interviews:

- There was a general consensus among all the eye witnesses that saw the airplane that the airplane had been approaching from the North West (making a right turn from base to final) when it suddenly started to “fall or drop” from the sky. 2 of the witnesses in the northbound lanes stated that the airplane “seemed to bank/lean to the left” just prior hitting the center divider. Mr. Triplett stated that it seemed like

the pilot knew he was not going to make the runway and tried to line up with the southbound lanes at the last minute.

1146 PDT Coordinated aircraft removal with NTSB investigator Mr. Howard Plagens.

- Howard Plagens arranged with Jack Vandeman from South West Aircraft Transportation and Recovery to remove the airplane.

13:10 – 15:30 Inspectors Houlihan and Collie began to photograph and map the scene.

- Significant Parts of the airplane that departed the main structure:
 1. Left tip tank – North HOV lane of the
 2. Left main gear – Under car in North HOV lane
 3. Left elevator – Center of the Southbound lanes
 4. Right elevator – Close to the right wall of the southbound lanes.
 5. Left tip tank and nose gear – 25 yards south of impact point of southbound wall.
 6. Pilot Tube - 25 yards south of impact point of southbound wall.
 7. Horizontal Stabilizer – 100 yards south of impact point of southbound wall.
- Airplane came to rest approximately 75 yard south of main impact point.
- Interior inspection of aircraft revealed several points of interest.
 1. Right Fuel selector – Selected to the RIGHT AUX TANK.
 2. All levers full forward, including right propeller control. (Not Feathered)
 3. Flaps selected to 15 degrees. (Despite the condition of the airplane, an on scene visual inspection of the flaps appear to agree with the lever position.)

Howard Plagens was originally the assigned NTSB investigator in charge.

One pilot witnessed the accident while enroute to san jose and provided contact information to la center.

UPDATES TO FOLLOW

06/30/2017: At Scene

1115 PDT Inspectors Houlihan and Collie on scene to conduct aircraft accident investigation of CE-310, N87297

1146 PDT Coordinated aircraft removal with NTSB investigator Mr. Howrd Plagens.

1530 PDT NTSB Investgator changed IIC from Howard Plagens to Andrew Swick.