

**Beechcraft**

BY TEXTRON AVIATION

Air Safety Investigations Field Investigated Aircraft Incident/Accident Final Report

Aircraft and Incident/ Accident Information	Year: 1960	Make: Cessna	Model: 310D		
	Serial number: 39087		Registration: N86H		
Location: Hayden, ID			Date: 11-13-23	Time: 0800 PST	
Delivery date to first customer: 02-19-60			Engine manufacturer: Continental		
Aircraft Owner			Aircraft Operator		
High Country Aviation LLC C/O LLCTLIC/Deer Creek Corp. Svcs. Helena, MT 59624-1840			Same as owner		
Report Information					
Senior Air Safety Investigator: Casey J. Love			Report #: ASI-24-AD	Report date: 06-18-24	
Signature: [REDACTED]		NTSB report #: WPR24LA034		NTSB Party status: Yes	
Occupant Information					
Seat	Occupant name, City, State		Ratings	Age	Injury
1	William James Krick , Dalton Gardens, ID		PASEL	54	Minor

1. Incident/Accident Information

History of Flight

Shortly after departure while climbing to 4,500' MSL, the multi-engine solo pilot noticed the manifold pressure on the right engine indicated 23" while the left engine indicated 21". The pilot maneuvered in the area in an attempt to troubleshoot the difference between the two engines, but said the left engine was "unresponsive" and decided to return to the airport. While on final approach to Runway 02 the engine "either went to idle or lost all power". The stall warning horn sounded, and the airplane immediately rolled left and impacted terrain.

Occupant Information

The pilot received minor injuries and had to be extracted from the wreckage by first responders. He held a Private Pilot certificate with a rating for single engine land airplanes and had a logbook endorsement for solo flight in multi-engine airplanes. He held a third class medical dated 04-23 with the medical limitation that he must use corrective lenses to meet vision standards at all distances. Pilot logbooks and flight times were not provided to this investigator at the time of this writing.

Weather Information

The reported weather at Coeur d'Alene Airport – Pappy Boyington Field (KCOE), Coeur d'Alene, ID, 4 minutes prior to the accident, was: wind, 340° at 3 knots; visibility, 10 SM; sky condition, scattered at 400', broken at 5,000'; temperature, 3°C; dew point, 2°C; altimeter setting, 29.94 inHg.

Site Information



The pin location represents the approximate accident location based on the GPS coordinates documented in the NTSB preliminary report.

Aircraft Information

A review of the aircraft's FAA Airworthiness file found documentation of the following repairs and modifications:

Two accidents/incidents occurred in the history of the aircraft. FAA report number 921090450791 documented a nose landing gear collapse on landing rollout in 1992. The left muffler burned a hole in the top skin of the flap and stringer in 1983. Repairs were documented in the FAA Airworthiness records.

No significant STCs were completed that are known to change flight characteristics of the aircraft.

Investigation Information/Summary

On 01-18-24 and 01-19-24, the NTSB-led team examined the wreckage in the owner's hangar. Neither the NTSB nor this investigator examined the wreckage on site. The nose of the aircraft sustained aft crushing damage and was displaced to the left. The left wing was crushed upward, the wing spars were cracked outboard of the engine. The left wing main fuel tank was impact separated and ruptured. The right wing was bent upward approximately 15 degrees at the aileron flap intersection. The right-wing main fuel tank was fracture separated and ruptured. Both wing engine mount structures were fracture separated from the wings. The engines remained attached to the mounts. The pilot did not report anomalies with the flight control system; therefore, the flight control system was not examined. Each fuel selector handle was found selected to the respective tank. Due to the reported accident circumstances, the right fuel system was not examined. The left fuel selector valve was in the left position. The left auxiliary fuel pump and tank outlet were fracture separated from the rest of the bladder. The bladder was pliable. Air was passed from the fuel supply line and the return line at the firewall through the fuel selector valve to the main fuel tank plumbing. No obstruction was detected. The left fuel strainer bowl had been replaced with a clear plastic bowl. The screen was free of debris and appeared in new condition. The left engine and propeller control cables were stretched and fractured near the firewall. The left engine throttle and mixture control cable attachment to the cable mount bracket had been modified to incorporate a sectioned piece of aluminum fluid line and rubber padded Adel clamp. The mixture arm from the mixture cable gear drive to the mixture valve was fractured. The left engine magnetos produced spark at the upper leads. The upper spark plugs appeared normal. The oil filter was opened for examination and was clean. Engine compression and continuity were not examined. The left propeller remained attached to the crankshaft. Blades A and B were bent aft midspan and exhibited "S" bending and leading-edge gouging. The right propeller displayed similar gouging and bending.

Impact Sequence and Airframe Structure

The nose of the aircraft sustained aft crushing damage and was displaced to the left. The nose landing gear was folded aft into the belly skin. The left wing was crushed upward, the wing spars were partially fractured. The upper wing skin exhibited compression wrinkles and skin separation at the rivet joints. The left wing-tip fuel tank was impact separated and ruptured. The right wing was bent upward approximately 15 degrees at the aileron flap intersection. The right wing-tip fuel tank was fracture separated and ruptured. Both wing engine mount structures were fracture separated from the wings. The engines remained attached to the mounts.

The tail was bent toward the left approximately 90 degrees aft of the #3 and #4 seats.

The pilot did not report anomalies with the flight control system; therefore, the flight control system was not examined.



ASI-24-AD-001 (Wreckage overview)



ASI-24-AD-014 (Wreckage overview)

Airframe Fuel System Condition

The left wing-tip bladder type fuel tank was ruptured. The auxiliary fuel pump and tank outlet were fracture separated from the rest of the bladder. The fuel supply hose from the bladder to the pump inlet remained attached. The bladder was pliable. Air was passed from the fuel supply line at the firewall through the fuel selector valve to the wing tip connection. No obstruction was detected. Air was passed through the fuel return line from the firewall to the wing tip connection. No obstruction was detected. The left fuel strainer bowl had been replaced with a clear plastic bowl. The screen was free of debris and appeared to be in new condition.

The right wing-tip bladder type fuel tank was ruptured. The auxiliary fuel pump and tank outlet were attached to the bladder. The fuel supply hose from the bladder to the pump inlet remained attached. The bladder was pliable. Due to the reported accident circumstances the right fuel system from the firewall to the wing tip connection was not examined.

Powerplant Description

Both engines were impact separated. The engine and propeller control cables were broken near the firewall.

The left engine throttle and mixture control cable attachment to the cable mount bracket had been modified to incorporate a sectioned piece of aluminum fluid line and a rubber padded Adel clamp. The mixture arm from the mixture cable gear drive to the mixture valve was fractured. The throttle control cable mount near the throttle valve was bent. The throttle linkage from the throttle valve to the throttle cable gear drive was in contact with the throttle valve.

The left engine air intake cover was removed for examination. The filter was clean and no obstructions were observed from the filter to the throttle valve. The throttle valve body sustained impact damage. The valve linkage was intact from the valve arm to the throttle control gear drive. The valve was in the fully open position and could not be operated by hand. A wrench was used to operate the gear drive and valve and the valve moved in conjunction with one another.

The magnetos were removed and rotated with an electric drill. Bright blue sparks were produced at all upper spark plug leads. The upper spark plugs appeared normal per the Champion Check-a-Plug chart.



ASI-24-AD-022 (Fabricated cable clamp)

Propellers

The left propeller remained attached to the crankshaft. Blades A and B were bent aft at midspan and exhibited "S" bending and leading edge gouging. The right propeller exhibited similar signatures.

Research and Testing

None.

2. Investigation Participants, Insurance, and Recovery Information

Participants to the Government Agency Investigation		
Name City, State (or Country)	Organization Phone	Status
Joshua Cawthra Seattle, WA	NTSB [REDACTED]	NTSB-IIC
Zane Brown Aurora, CO	NTSB [REDACTED]	NTSB Investigator
Todd Pryor Spokane, WA	FAA [REDACTED]	FAA Inspector
Casey J. Love Wichita, KS	Textron Aviation, Inc. [REDACTED]	Party Member

Insurance	Recovery and storage
None	Not Provided

Remarks:

None.

3. Report Attachments

Number	Description (.pdf file unless otherwise noted)	Pages
1.	A01 FAA Airmen Krick	1
2.	A02 FAA Registration File	252
3.	A03 FAA Airworthiness File	54
4.	A04 Textron Aviation Examination Photograph Log	78
5.	A05 NTSB Party Form and guidance	14