



Aviation Investigation Final Report

Location:	Laramie, Wyoming	Accident Number:	CEN18LA373
Date & Time:	September 6, 2018, 07:25 Local	Registration:	N376J
Aircraft:	Cessna T310	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The pilot departed in the multiengine airplane and climbed to cruise altitude. He began to lean the fuel mixture for cruise power and felt a vibration and fluttering. He then slowed the airplane, began to troubleshoot the problem and turned back toward the airport; but when he advanced the throttles to takeoff power, there was no response from engines. The pilot stated that the airplane was “losing altitude fast,” and he attempted to glide the airplane to the interstate for an emergency landing. Unable to reach the interstate, the pilot subsequently performed a gear-up, forced landing to a field, during which the airplane sustained substantial damage.

The pilot reported that he was distracted by the vibration and noise and he failed to enrichen the fuel mixtures after beginning the leaning procedure. He stated that there were no mechanical anomalies that would have precluded the engines from producing full power, and that the vibration was the result of the engines running rough due to lack of fuel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to properly adjust the fuel/air mixtures, which resulted in a partial loss of engine power to both engines due to fuel starvation and a subsequent forced landing to a field.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Situational awareness - Pilot
Aircraft	Fuel controlling system - Incorrect use/operation

Factual Information

History of Flight

Enroute-climb to cruise	Fuel starvation (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	64,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 28, 2018
Flight Time:	12606 hours (Total, all aircraft), 6916 hours (Total, this make and model), 12377 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N376J
Model/Series:	T310 R	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R-0668
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 20, 2018 Annual	Certified Max Gross Wt.:	5680 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5034 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	TSIO520BB
Registered Owner:		Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLAR, 7272 ft msl	Distance from Accident Site:	
Observation Time:	06:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.42 inches Hg	Temperature/Dew Point:	10°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Laramie, WY (KLAR)	Type of Flight Plan Filed:	IFR
Destination:	Grangeville, ID (KGIC)	Type of Clearance:	None
Departure Time:	07:21 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.311943,-105.675(est)

Administrative Information

Investigator In Charge (IIC):	Liedler, Courtney		
Additional Participating Persons:	Travis Novak; FAA; Denver, CO		
Original Publish Date:	June 24, 2021	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98254		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).