



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Santa Fe, New Mexico	Accident Number:	WPR23LA327
Date & Time:	August 27, 2023, 13:30 Local	Registration:	N117TC
Aircraft:	Cessna 310Q	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported being high and fast on final approach. When he reduced power to land the airplane descended rapidly and landed hard. The left landing gear collapsed and the airplane exited the runway, resulting in substantial damage to the left wing. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's improper landing flare following an unstable approach, which resulted in a hard landing.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Pitch control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Incorrect action performance - Pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	69,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 7, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4342 hours (Total, all aircraft), 658 hours (Total, this make and model), 4211 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N117TC
Model/Series:	310Q	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310Q0786
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed	Engine Model/Series:	IO-470 SERIES
Registered Owner:	On file	Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSAF, 6287 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	221°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	28°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Graham, TX (KRPH)	Type of Flight Plan Filed:	None
Destination:	KSAF, NM (KSAF)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Sante Fe Regional SAF	Runway Surface Type:	Asphalt
Airport Elevation:	6348 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	8366 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	35.617111,-106.08941(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Eric Vietje; FAA ; Albuquerque , NM
Original Publish Date:	January 10, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192956

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).