



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | CINCINNATI, OH                       | <b>Accident Number:</b> | CHI84MA249 |
| <b>Date &amp; Time:</b>        | 06/20/1984, 1217 EDT                 | <b>Registration:</b>    | N5345J     |
| <b>Aircraft:</b>               | CESSNA 340A                          | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 4 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

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## Analysis

PLT REQUESTED FUEL FROM FBO BUT FAILED TO MAKE IT CLEAR WHAT TYPE HE WANTED. THE FBO PERSONNEL MISUNDERSTOOD THE PLT'S REQUEST AND REFUELED THE ACFT WITH 'JET A' INSTEAD OF AVIATION GRADE GASOLINE. THE PLT DID NOT MONITOR THE REFUELING PROCESS AND FAILED TO RECOGNIZE THE WRONG FUEL AS STATED ON FUEL RECEIPT. THE PLT DID NOT REALIZE THE IMPROPER FUEL ON HIS PREFLIGHT OF THE ACFT. THE ACFT DEPARTED AND SHORTLY THERE AFTER THE PLT RADIOED THAT HE WAS RETURNING TO THE ARPT BECAUSE OF A SERIOUS PROBLEM. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THE ACFT WAS IN A LEFT BANK (ABOUT 45 DEGREE BANK ANGLE) BEFORE IMPACT IN A DENSELY WOODED AREA.

## Probable Cause and Findings

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - IMPROPER
2. (C) REFUELING - IMPROPER - FBO PERSONNEL
3. (F) INFORMATION UNCLEAR(PHRASEOLOGY) - PILOT IN COMMAND
4. (F) FBO PERSONNEL
5. (F) REFUELING - INATTENTIVE - PILOT IN COMMAND
6. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

7. OBJECT - TREE(S)

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Occurrence #4: FIRE/EXPLOSION  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

|                           |  |                                   |            |
|---------------------------|--|-----------------------------------|------------|
| Certificate:              | Commercial                             | Age:                              | 44, Male   |
| Airplane Rating(s):       | Multi-engine Land; Single-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:             | Yes        |
| Medical Certification:    | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam:            | 05/30/1984 |
| Occupational Pilot:       |  | Last Flight Review or Equivalent: |            |
| Flight Time:              | 1900 hours (Total, all aircraft)       |                                   |            |

### Aircraft and Owner/Operator Information

|                               |                           |                                |                 |
|-------------------------------|---------------------------|--------------------------------|-----------------|
| Aircraft Make:                | CESSNA                    | Registration:                  | N5345J          |
| Model/Series:                 | 340A 340A                 | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                           | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal                    | Serial Number:                 | 340A0418        |
| Landing Gear Type:            | Retractable - Tricycle    | Seats:                         | 6               |
| Date/Type of Last Inspection: | 06/07/1984, Unknown       | Certified Max Gross Wt.:       | 5990 lbs        |
| Time Since Last Inspection:   |                           | Engines:                       | 2 Reciprocating |
| Airframe Total Time:          | 1000 Hours                | Engine Manufacturer:           | CONTINENTAL     |
| ELT:                          |                           | Engine Model/Series:           | TSIO-520-N      |
| Registered Owner:             | MOBILE HOME ESTATES, INC. | Rated Power:                   | 310 hp          |
| Operator:                     | MOBILE HOME ESTATES, INC. | Operating Certificate(s) Held: | None            |

## Meteorological Information and Flight Plan

|                                  |                         |   |                  |
|----------------------------------|-------------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions       | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | LUF, 483 ft msl         | Distance from Accident Site:            | 1 Nautical Miles |
| Observation Time:                | 1223 EDT                | Direction from Accident Site:           | 330°             |
| Lowest Cloud Condition:          | Scattered / 8000 ft agl | Visibility                              | 5 Miles          |
| Lowest Ceiling:                  | Broken / 12000 ft agl   | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 4 knots /               | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 190°                    | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 30 inches Hg            | Temperature/Dew Point:                  | 27° C / 22° C    |
| Precipitation and Obscuration:   |                         |   |                  |
| Departure Point:                 |                         | Type of Flight Plan Filed:              | IFR              |
| Destination:                     | WILLIAMSBURG, VA (W70)  | Type of Clearance:                      | IFR              |
| Departure Time:                  | 1215 EDT                | Type of Airspace:                       | Class D          |

## Wreckage and Impact Information

|                     |         |                      |           |
|---------------------|---------|----------------------|-----------|
| Crew Injuries:      | 1 Fatal | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | 3 Fatal | Aircraft Fire:       | On-Ground |
| Ground Injuries:    | N/A     | Aircraft Explosion:  | None      |
| Total Injuries:     | 4 Fatal | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |              |  |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC):     | FRED A RATHKE, JR.   | Report Date: |  |
| Additional Participating Persons: | W. S COOPER; CHICAGO, IL<br>ROBERT E LAPIERRE; CINCINNATI, OH<br>M. R BRIDGEWATER; HURST, TX   |              |  |
| Publish Date:                     |  |              |  |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |  |

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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](#).