



National Transportation Safety Board Aviation Accident Final Report

Location:	MONTEREY, CA	Accident Number:	LAX83FA064
Date & Time:	01/02/1983, 1720 PST	Registration:	N1947E
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT BEGAN TO LOSE POWER AT ABOUT 400 FT AGL AFTER TAKEOFF AND THE PILOT ELECTED TO LAND ALONG THE SHORELINE IN THE OCEAN. THE ACFT DITCHED ABOUT 100 YARDS OFF SHORE. ALL 4 OCCUPANTS WERE ABLE TO EXIT THRU THE AIRSTAIR DOOR AND RECEIVED ONLY MINOR INJURIES. THE ACFT SANK AFTER ABOUT 5 MINUTES. IT WAS NOT RECOVERED FROM THE 27 FT DEEP WATER. TWO OCCUPANTS SWAM ASHORE AND 2 WERE RESCUED BY THE COAST GUARD. THE LINE ATTENDANT WHO SERVICED THE ACFT MISTOOK IT FOR A KING AIR. THE PILOT REQUESTED THAT ALL 4 TANKS BE TOPPED OFF. THE LINE ATTENDANT ADDED 110 GALLONS OF JET A FUEL.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL GRADE - IMPROPER
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - AIRPORT PERSONNEL
3. (C) AIRCRAFT SERVICE - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/13/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3200 hours (Total, all aircraft), 41 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1947E
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0677
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-N
Registered Owner:	SANITARY RENTAL SERVICE	Rated Power:	310 hp
Operator:	L. F. ANDERSON	Operating Certificate(s) Held:	None
Operator Does Business As:	RADAR DEVICES, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MRY, 244 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1700 PST	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	OAKLAND, CA (OAK)	Type of Clearance:	None
Departure Time:	1715 PST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	AUDREY M SHUTTE	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).