



National Transportation Safety Board

Aviation Accident Final Report

Location:	ORINDA, CA	Accident Number:	LAX83FA034
Date & Time:	11/13/1982, 1534 PST	Registration:	N29HT
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AFTER DEPARTING SAN JOSE, CA, THE PLT CLIMBED TO AN ALT OF 4600 FT MSL & PROCEEDED TOWARD NOVATO, CA. FROM 1528 TO 1533 PST, RADAR DATA SHOWED THAT THE ACFT WAS LEVEL AT 4600 FT ON A HEADING OF 330 DEG AT 180 FTS GROUND SPEED. RADAR INFO SHOWED THAT THE ACFT THEN ENTERED A DESCENT. DURING A 24 SEC PERIOD, THE ACFT DESCENDED TO AN ALT OF 4100 FT MSL & ITS HEADING CHANGED 10 DEG TO THE RIGHT. THE LAST RADAR POSITION, 12 SEC LATER, REVEALED AN ADDITIONAL HEADING CHANGE OF 150 DEG TO THE RIGHT, ACCCOMPANIED BY A DESCENT TO 2300 (9000 FT MSL DESCENT). WITNESSES SAW THE ACFT DESCENDING AT HIGH SPEED IN A RIGHT TURN WITH THE ENGS AT HIGH POWER. JUST PRIOR TO IMPACT, THE RIGHT BANK ANGLE & NOSE LOW ATTITUDE INCREASED. THE ACFT CRASHED IN A STEEP NOSE DOWN, RIGHT WING LOW, ATTITUDE. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. NO AUTOPSY WAS MADE, ONLY A GROSS EXAM OF THE PLT'S FRAGMENTED BODY WAS POSSIBLE. BEFORE DEPARTING SAN JOSE, THE PLT HAD REMARKED THAT HE WAS BOTHERED BY A BAD COLD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/26/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	891 hours (Total, all aircraft), 704 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29HT
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	340A0515
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	68 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1235 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520M
Registered Owner:	GOLDEN BEAR AVN.	Rated Power:	310 hp
Operator:	GOLDEN BEAR AVN.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	65°C / 0°C
Precipitation and Obscuration:			
Departure Point:	SAN JOSE, CA (RHV)	Type of Flight Plan Filed:	IFR
Destination:	NOVATO, CA (056)	Type of Clearance:	
Departure Time:	2320	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date: 11/13/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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](#).