



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARLSBAD, CA	<b>Accident Number:</b>	LAX84LA486
<b>Date &amp; Time:</b>	09/20/1984, 0644 PDT	<b>Registration:</b>	N2700S
<b>Aircraft:</b>	CESSNA 414A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT WAS ON IFR DEPARTURE IN MINIMAL WEATHER CONDITIONS. ON TAKEOFF ROLL, A PWR LOSS OCCURRED ON THE RT ENG AND THE ACFT VEERED TO THE RT. PIC (OWNER) IN LEFT SEAT INITIATED ABORTED TAKEOFF, BUT RT SEAT PLT TOOK CONTROL, CONTINUED TAKEOFF AND FEATHERED THE RT PROP. BOTH PLTS OBSERVED SMOKE FROM THE ENGS ON THEIR RESPECTIVE SIDES, BOTH THOUGHT LANDING GEAR WAS RETRACTED. (INVESTIGATION REVEALED LANDING GEAR WAS DOWN.) ACFT COULD NOT MAINTAIN ALT, PLTS ELECTED TO DITCH IN OCEAN. INVESTIGATION REVEALED ACFT HAD BEEN SERVICED WITH 147 GALS OF JET FUEL INSTEAD OF AVGAS AT 0445 HRS BY A FBO LINEMAN. THE LINEMAN HAD 3 WEEKS TTL EXPERIENCE, 1 1/2 HRS VIDEO TAPE TRAINING AND WAS WORKING 2 JOBS 7 DAYS PER WEEK.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) FLUID,OIL GRADE - IMPROPER
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - FBO PERSONNEL
3. (F) FATIGUE(GROUND SCHEDULE) - FBO PERSONNEL
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - FBO PERSONNEL
5. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
6. LIGHT CONDITION - DARK NIGHT

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

7. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
8. (F) RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
9. (C) ABORTED TAKEOFF - NOT PERFORMED - COPILOT/SECOND PILOT
10. PROPELLER FEATHERING - SELECTED - COPILOT/SECOND PILOT
11. (C) EMERGENCY PROCEDURE - IMPROPER - COPILOT/SECOND PILOT
12. WEATHER CONDITION - LOW CEILING
13. WEATHER CONDITION - FOG

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: DITCHING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/12/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1565 hours (Total, all aircraft), 173 hours (Total, this make and model), 1431 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2700S
<b>Model/Series:</b>	414A 414A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414A
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	08/18/1984, Annual	<b>Certified Max Gross Wt.:</b>	6785 lbs
<b>Time Since Last Inspection:</b>	6 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1056 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520-NB
<b>Registered Owner:</b>	JOHN K. MICUDA	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	JOHN K. MICUDA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	SAN, 328 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	0600 PDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	CARLSBAD, CA (CRQ)	Type of Flight Plan Filed:	IFR
Destination:	LAS VEGAS, NV (LAS)	Type of Clearance:	IFR
Departure Time:	0641 PDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MCCLELLAN PALOMAR (CRQ)	Runway Surface Type:	Water
Airport Elevation:	328 ft	Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4700 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	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 <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](#).