



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT ORD, CA	<b>Accident Number:</b>	LAX91LA236
<b>Date &amp; Time:</b>	06/01/1991, 1230 PDT	<b>Registration:</b>	N4SH
<b>Aircraft:</b>	BELLANCA 17-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A BELLANCA 17-30 WAS FORCED TO LAND AFTER A PARTIAL LOSS OF ENGINE POWER DURING THE CRUISE CLIMB. THE PARTIAL LOSS OF ENGINE POWER OCCURRED AFTER TAKEOFF DURING THE FUEL TO AIR MIXTURE LEANING PROCEDURE. AN OFF AIRPORT FORCED LANDING WAS ACCOMPLISHED IN COASTAL WATERS OF THE PACIFIC OCEAN JUST OUTSIDE OF THE SURF. THE AIRPLANE SANK IN SHALLOW WATER. SAND AND SALT WATER WAS INGESTED IN THE AIRPLANE'S FUSELAGE AND WINGS. THE ENGINE WAS EXAMINED BY THE FAA. THERE WAS NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION FOUND DURING THE EXAMINATION. THE REASON FOR THE PARTIAL LOSS OF ENGINE POWER COULD NOT BE DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/11/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 380 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N4SH
<b>Model/Series:</b>	17-30 17-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30009
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/15/1991, Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	24 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2253 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	FLAME AERO INC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	FLAME AERO INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MRY, 254 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1230 PDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 9° C
Precipitation and Obscuration:			
Departure Point:	MONTEREY, CA (MRY)	Type of Flight Plan Filed:	None
Destination:	WATSONVILLE, CA (WVI)	Type of Clearance:	None
Departure Time:	1220 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Thomas H Wilcox	Report Date:	05/27/1993
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:pubinquiry@ntsb.gov">pubinquiry@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](#).