



Aviation Investigation Final Report

Location:	CONCORD, California	Accident Number:	LAX83LA130
Date & Time:	March 8, 1983, 15:10 Local	Registration:	N1560D
Aircraft:	CESSNA 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AT ABOUT 50 FT AGL DURING THE TAKEOFF PORTION OF A TOUCH-AND-GO, THE ENG LOSS POWER & THE ACFT CRASHED INTO A FENCE. THE CARBURETOR BOWL WAS DRAINED & ABOUT 2/3 OF THE FLUID WAS DETERMINED TO BE WATER. THE FUEL STRAINER ALSO CONTAINED WATER.

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(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. (C) FLUID,FUEL - WATER
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
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:	September 27, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2137 hours (Total, all aircraft), 17 hours (Total, this make and model), 1948 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1560D
Model/Series:	195 195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7782
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 1, 1982 Annual	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	191 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1680 Hrs	Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R-755-9
Registered Owner:	H.J. HIRTZER	Rated Power:	245 Horsepower
Operator:	R.M. GRAVES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	BUCHANAN CCR	Runway Surface Type:	Grass/turf
Airport Elevation:	29 ft msl	Runway Surface Condition:	Dry
Runway Used:	1L	IFR Approach:	None
Runway Length/Width:	4700 ft	VFR Approach/Landing:	Forced landing; Touch and go

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:	37.999496,-122.029846(est)

Administrative Information

Investigator In Charge (IIC): Schutte, Audrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23634>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).