



Aviation Investigation Final Report

Location:	SIMSBURY, Connecticut	Accident Number:	NYC91FA095
Date & Time:	March 21, 1991, 09:05 Local	Registration:	N4117N
Aircraft:	CESSNA 120	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE MISSING AIRPLANE WAS FOUND 10 DAYS AFTER IT DEPARTED, CRASHED IN A STATE FOREST. THE PILOT WAS FOUND DEAD LYING NEXT TO THE AIRPLANE. ONE PASSENGER, HIS WIFE, WAS FOUND DEAD IN THE RIGHT FRONT SEAT. ACCORDING TO THE MEDICAL EXAMINER'S AUTOPSY REPORT, THE PILOT'S DEATH WAS 'DUE TO ACUTE ETHANOL INTOXICATION' AND THE 'FINAL MANNER OF DEATH WAS SUICIDE.' THE AUTOPSY REPORT ON THE PASSENGER REVEALED HER DEATH WAS DUE TO 'GUNSHOT WOUNDS OF HEAD' AND THE 'MANNER OF DEATH WAS HOMICIDE.'

Probable Cause and Findings

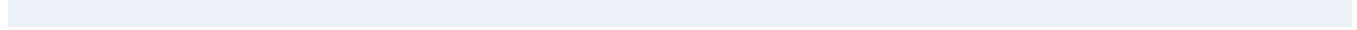
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INTENTIONAL FLIGHT INTO TERRAIN. CONTRIBUTING TO THE ACCIDENT WERE PSYCHOLOGICAL CONDITIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
3. (C) OBJECT - TREE(S) - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 6, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4117N
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13575
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	KORSEN, RICHARD	Rated Power:	85 Horsepower
Operator:	KORSEN, RICHARD	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:	POU ,500 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	09:00 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	BURDETT , NY (NK09)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Twine, Chauncey
Additional Participating Persons:	BURT LABBE; WINDSOR LOCKS , CT GEORGE HOLLINGSWORTH; MOBILE , AL JEFFREY B GUZZETTI; WICHITA , KS
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36784

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](#).