



Aviation Investigation Final Report

Location:	BATAVIA, New York	Accident Number:	NYC82DA166
Date & Time:	July 24, 1982, 20:35 Local	Registration:	N8198G
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT HAD BEEN PARKED AT THE GENESEE COUNTY AIRPORT SINCE THE FALL OF 1981. THE ACCIDENT FLIGHT WAS THE FIRST THE AIRCRAFT HAD FLOWN SINCE THE FALL. AS THE AIRCRAFT CLEARED THE END OF THE RUNWAY, AND ATTAINED AN ALTITUDE OF APPROXIMATELY 300 FEET, A COMPLETE LOSS OF POWER OCCURRED. THE PILOT WAS UNABLE TO EXTEND THE GLIDE BACK TO THE AIRPORT AND LANDED IN AN OPEN FIELD. EXAMINATION OF THE FUEL SYSTEM REVEALED WATER AND OTHER CONTAMINANTS IN THE SYSTEM. ALTHOUGH TEST WERE CONDUCTED THAT CONCLUDED THE FUEL DID NOT MEET THE SPECIFICATIONS OF AVIATION GRADE FUEL, TESTING DID NOT INCLUDE A DETERMINATION OF THE SPECIFIC TYPE OR GRADE OF FUEL AND/OR POSSIBLE MIXTURE OF FUELS.

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. (C) FLUID,FUEL - CONTAMINATION

- 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE
- 3. (C) FLUID,FUEL - IMPROPER

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine sea; Multi-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 20, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 20 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8198G
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20603778
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1015 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F9
Registered Owner:	JOSEPH P. NAVIK	Rated Power:	285 Horsepower
Operator:	JOSEPH P. NAVIK	Operating Certificate(s) Held:	
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:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	79°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BATAVIA , NY	Type of Flight Plan Filed:	None
Destination:	BATAVIA , NY	Type of Clearance:	None
Departure Time:	20:35 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	None

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:	42.989952,-78.179771(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 24, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69886>

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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](#).