



Aviation Investigation Final Report

Location:	WALLINGFORD, Connecticut	Accident Number:	NYC82DA204
Date & Time:	August 19, 1982, 19:00 Local	Registration:	N4433C
Aircraft:	CESSNA 195A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT WHEN HE PREFLIGHTED THE AIRCRAFT, THE FUEL TANKS WERE FULL. FUEL WAS DRAINED FROM EACH WING AND THE FUSELAGE LOW POINT WITH NO INDICATION OF WATER. DURING TAKEOFF, ENGINE POWER WAS LOST AT AN ALTITUDE OF ABOUT 150 FT AS THE MANIFOLD PRESSURE AND RPM WERE BEING ADJUSTED. WITH INSUFFICIENT RUNWAY REMAINING AND POWER LINES AHEAD, THE PILOT TURNED TOWARD A LANDFILL. HE PUMPED THE THROTTLE AND PARTIAL POWER WAS GAINED, BUT ONLY FOR A SHORT TIME. THE AIRCRAFT WAS LANDED ON A SANDY SURFACE, AND AFTER ROLLING FOR ABOUT 30 FT, THE WHEELS DUG IN AND THE PLANE NOSED OVER. THE PILOT SUSPECTED THAT WATER HAD GOTTEN INTO THE CARBURETOR DESPITE THE FACT THAT HE HAD DRAINED THE SUMPS BEFORE TAKEOFF AND FOUND NO WATER. HOWEVER, THIS WAS NOT VERIFIED.

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
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

3. MANEUVER - PERFORMED - PILOT IN COMMAND

4. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 2, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2554 hours (Total, all aircraft), 17 hours (Total, this make and model), 48 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4433C
Model/Series:	195A 195A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	16018
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2200 Hrs	Engine Manufacturer:	JACOBS
ELT:	Installed	Engine Model/Series:	R-755A
Registered Owner:	OTTO KRIZEK	Rated Power:	300 Horsepower
Operator:	OTTO KRIZEK	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	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WALLINGFORD , CT (MMK)	Type of Flight Plan Filed:	None
Destination:	WALLINGFORD , CT (MMK)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	MARKHAM-MERIDEN MMK	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 19, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72949>

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](#).