

Pilot Statement Regarding Off-Airport Landing

Event Date: 31 Jan 2022 Today's Dates: 04 Feb 2022 PIC: Daniel Paul Kriedeman

Event Time: 1740 UTC A/C Reg Num: N597K PIC ATP: [REDACTED]

Pilot Statement of Event

The event aircraft, which I own as a personal aircraft, was based at Spruce Creek Airpark (7FL6). Prior to my flight on 31 January 2022, I conducted a standard preflight inspection and flight planning. I and a friend/passenger, Scott Buchart, were flying to Flagler County Airport (KFIN) on a personal Part 91 flight operated according to Visual Flight Rules.

Following a normal engine start, I verified the engine parameters and taxied to runway 24. Short of the runway, the aircraft was operated at idle speed for five minutes to ensure the engine oil had warmed to the normal operating range. A complete run-up procedure was conducted prior to takeoff. No abnormalities or defects were observed. Fuel at this time was 23 usable gallons, distributed between the aircraft's two wing tanks.

After departing runway 24 and climbing to 1000 AGL, I set power for cruise-flight, and verified engine parameters were normal. Fifteen miles south of Flagler Airport, I obtained weather information, via the Flagler ATIS. At 11 miles to the south, I contacted Flagler tower and proceeded to maneuver for a 4-mile final runway 29, as instructed by ATC. 5-7 miles south of the airport, the engine experienced a complete and unexpected loss of power.

The engine continued to turn as a result of relative airflow (windmill). I conducted an engine-out emergency flow. Then I declared an emergency with the air traffic control tower and performed the engine-out emergency flow a second time. No thrust was recovered, and I determined that landing off-airport would be the safest course of action.

I advised Flagler tower of my intention to land on Interstate-95. Using a lane marking as a centerline, I aligned with northbound lanes of traffic. On short final, my passenger informed me there was a commercial truck to our right. I maneuvered the airplane as far left as I deemed safe, in hopes of avoiding the truck. However, the plane's right wing contacted the truck during the flare. This caused a loss of directional control. The airplane cartwheeled and ended inverted off of the side of the interstate.

My passenger and I sustained minor injuries, which did not require medical treatment. We exited the aircraft with the assistance of several bystanders. The Florida Highway Patrol responded to the event and completed a report. At the request of the Highway Patrol, a private recovery service removed the aircraft from the interstate. I was not directly involved in the recovery, and have not had an opportunity to inspect or document the plane following this event.

 04 February 2022

Daniel Paul Kriedeman

Rene' Padilla Inspector Statement

On February 2, 2022, I interviewed Mr. Daniel P. Kriedeman the PIC ([REDACTED]) of the accident aircraft N597K/Serial # 7403, CE-195. The interview went as follows, I asked Mr. Kriedeman to walk me thru the day's event regarding the accident, leading up to and including the accident. Mr. Kriedeman stated that he got to the aircraft at Spruce Creek Airpark (7FL6) and performed a normal preflight and flight planning for a Part 91 pleasure flight, from Spruce Creek Airpark to Flagler County Airport (KFIN). I also asked Mr. Kriedeman if he had taken any fuel onboard prior to departing Spruce Creek Airpark he said no, because he had enough for the intended flight. So, Mr. Kriedeman and his passenger Mr. Scott Buchart who is also a Pilot but was just a passenger on this flight, boarded the aircraft. Mr. Kriedeman stated that he started the engine and had a normal start, he said that he monitored all of the instruments and everything was normal. He taxied to RWY 24 for takeoff, while short of the runway he ran the engine at Idle for about 5 minutes and verified all instruments and everything was normal. Upon entering the runway for takeoff, a complete run-up procedure was performed and no abnormality was observed. After takeoff @1238 local and reaching the assigned altitude of 1000AGL, he put the aircraft and engine into a cruise configuration. He stated that he observed all instruments and everything was normal, the weather was a clear day. That the ceiling and visibility was unlimited, BP was 30.19 and the winds were out of the west @ 5 knts. Then at about 5 miles south of Flagler Airport the engine quit, the engine did windmill but it had no power. An attempt to restart was performed but no joy. Mr. Kriedeman informed ATC and declared an emergency, he informed ATC that he would be landing on interstate I-95. While approaching and setting up for landing on I-95. The passenger informed the PIC that he had a Semi-Trailer on his right-side. So he tried to maneuver to his left as much as possible, but that the right wing made contact with the Semi at which point the aircraft lost control cartwheeled and end up inverted on the right-side of the right lane of I-95. Both the PIC and the passenger exited the aircraft with minor injuries and did not require or receive any medical attention. A request for the Pilot's written statement was requested and the interview was concluded.

Rene' Padilla
Principle Maintenance Inspector



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: February 8, 2022
Subject: Information Obtained from Michael O'Shea (Lead Recovery Specialist - Florida Air Recovery)
NTSB Case Number: ERA22LA112

According to Mr. O'Shea, during the recovery, there was no smell of fuel on scene, except for a slight smell of fuel near the engine.

Additionally, no fuel was recovered from the airplane.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 1, 2022
Subject: Information Obtained from Scott Buchart (Pilot Rated Passenger)
NTSB Case Number: ERA22LA112

According to Mr. Buchart, On the morning of the accident, Dan Kriedeman asked if he wanted to take a ride in his Cessna 195. He met Mr. Kriedeman at the hangar, and while Mr. Kriedeman preflighted Mr. Buchart “chit-chated” with some other pilots in the hangar. He did not see the preflight.

After the preflight was complete, Mr. Kriedeman assisted Mr. Buchart in boarding the airplane and getting buckled into the 5-point harness. Mr. Kriedeman paused for about 5 minutes to warm up the engine oil and then performed an engine runup. Everything seemed normal.

After takeoff, they turned north towards Flagler Executive Airport and climbed to 1,000 feet. As they were approaching the area of the airport, Mr. Kriedeman contacted Flagler Tower. Then they turned east towards the ocean, Mr. Buchart started to talk about how nice it was, and while he was speaking, the engine “rumbled,” and it was as if Mr. Kriedeman had throttled back. But Mr. Kriedeman said right away “I did not do that” and turned towards the north. At this time, they were about 800 feet in altitude.

Mr. Kriedeman then “went through a routine” without result and radioed Flagler. Mr. Kriedeman asked him if he had checked the magnetos, and switched tanks, and Mr. Kriedeman went through the routine again, without result.

Mr. Kriedeman immediately committed to landing on I-95 as there were trees everywhere and told Flagler that “We will be on the highway”. When they were getting ready to land on the highway Mr. Buchart pointed out a truck. When they touched down, they hit the truck. Mr. Buchart then closed his eyes as the impact was very violent. When they came to rest, they were upside down and he was “dangling upside down.” Mr. Buchart said that he was worried about fire, and they tried to immediately get out of the airplane. Once Mr. Buchart was out, there was no fire or smoke, and there was no smell of any fuel.

Mr. Buchart advised that a lot of pilots from Spruce Creek would go to Flagler for lunch and to buy fuel, as it was about 50 cents per gallon cheaper than at Spruce Creek. He believed that Mr. Kriedeman was planning to get fuel there.

Mr. Buchart also advised that after the accident, Mr. Kriedeman was “absolutely confident” that he had enough fuel for the 20-minute flight, and that Mr. Kriedeman said his fuel totalizer showed 23 gallons.