



Aviation Investigation Final Report

Location:	POUGHKEEPSIE, New York	Accident Number:	IAD97LA082
Date & Time:	June 5, 1997, 17:35 Local	Registration:	N2336C
Aircraft:	Cessna R182	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After touch down on runway 33, the pilot reported that he noticed the windssock pointing the direction he was heading and he felt that his brakes were not functioning. With 800 feet remaining and about 40 mph on the airspeed indicator, the pilot aborted the landing. After raising the flaps, adding full throttle, and pushing the carburetor heat off, the pilot stated that he 'pulled the elevator all the way back.' Skid marks were found on about the last 1,000 feet of the runway. The winds at the airport were reported from 350 at 8 knots. The airplane impacted trees at the bottom of a slope beyond the overrun. No malfunction was found with the airframe or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed decision to abort the landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: LANDING - ROLL

Findings

1. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

On June 5, 1997, about 1735 eastern daylight time, a Cessna R182, N2336C, was destroyed as it impacted the terrain during an aborted landing at the Dutchess County Airport (POU), Poughkeepsie, New York. The certificated private pilot/owner received minor injuries and the passenger was not injured. Visual meteorological conditions existed and no flight plan was filed for the personal cross country flight conducted under 14 CFR Part 91.

The pilot stated that he departed the Alamance Regional Airport, Burlington, North Carolina, about 1435, destined for the Houlton International Airport, Houlton, Maine, with a fuel stop at POU. Upon contacting Dutchess County Tower, the pilot was told to report a 2 mile base leg for runway 33. The pilot contacted the tower on base leg, and was cleared to land. After landing, the pilot noticed that the windsock was pointed in the direction he was heading, and that the "brakes did not seem to be functioning". With about 800 feet remaining and about 40 mph on the airspeed indicator, the pilot aborted the landing. He stated that he raised the flaps, added full throttle, and pushed carburetor heat off. At the end of the runway, the pilot stated that he pulled "the elevator all the way back." The pilot could not remember the airplane impacting the trees. He remember seeing the plane in the trees minutes after being rescued.

Witnesses around the airport stated that they heard the airplane skidding and simultaneously heard the engine go to full power. At 1755, the recorded winds at POU were from 350 degrees at 8 knots.

A Federal Aviation Administration Inspector examined the wreckage and reported that skid marks were found on about the last 1,000 feet of runway and into the overrun. The airplane was found in the trees at the bottom of the slope beyond the overrun. The Inspector reported that no malfunctions of the airframe or engine were found.

Pilot Information

Certificate:	Private	Age:	66, 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:	No
Medical Certification:	Class 3 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	August 8, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1927 hours (Total, all aircraft), 272 hours (Total, this make and model), 1927 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2336C
Model/Series:	R182 R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18200154
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 8, 1996 100 hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2601 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-540AJ3
Registered Owner:	DONALD G. HARDING	Rated Power:	235 Horsepower
Operator:		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 ,166 ft msl	Distance from Accident Site:	
Observation Time:	17:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 20000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLINGTON , NC (BUY)	Type of Flight Plan Filed:	None
Destination:	(POU)	Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	DUTCHESS COUNTY POU	Runway Surface Type:	Asphalt
Airport Elevation:	166 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3003 ft / 100 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.589756,-73.910354(est)

Administrative Information

Investigator In Charge (IIC): Cain, Jim

Additional Participating Persons: JOHN CUNEO; TETERBORO , NJ

Original Publish Date: April 15, 1999

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=28199>

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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](#).