



Aviation Investigation Final Report

Location:	DALTON, New York	Accident Number:	IAD97LA083
Date & Time:	June 8, 1997, 18:30 Local	Registration:	N94435
Aircraft:	Ercoupe (Eng & Research Corp.) G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses observed the airplane touchdown hard, 400 feet beyond the approach end of the 1,320 foot long, unmowed, turf strip. The airplane bounced during touchdown, and the pilot attempted to go around by aiming the airplane between two trees. The right wing struck a 35 to 50 foot high tree at the departure end of the runway, and the airplane descended into a field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in aborting the landing after allowing the airplane to touchdown long. His failure to attain a proper touchdown point was a related factor.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

Factual Information

On June 8, 1997, at 1830 eastern daylight time, N94435, an Ercoupe G, was destroyed when it collided with a tree, and descended to the ground during an aborted landing at a private grass strip in Dalton, New York. The private pilot was fatally injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local, personal flight was conducted under 14 CFR 91.

Witnesses near to the accident site reported that the airplane touched down long, and hard on the 1,320 foot long, private, unmowed turf strip. The pilot attempted to go-around, but the right wing struck a 35-50 foot high tree at the departure end of the runway, and the airplane descended into a field west of the runway.

According to a Federal Aviation Administration (FAA) Inspector, the airplane touched down to the east about 400 feet beyond the approach end of the turf strip. The Inspector said that the witnesses reported that the pilot pointed the airplane between two trees, but the right wing struck the trees and, "...spun the airplane into the field... ."

According to the FAA, the pilot did not have a current bi-annual. Examination of the wreckage did not disclose any abnormalities with the engine or the airplane.

Pilot Information

Certificate:	Private	Age:	67, 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:	October 2, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N94435
Model/Series:	G G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5081
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 31, 1996 Annual	Certified Max Gross Wt.:	1400 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:	GERALD F HARK	Rated Power:	85 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:	ROC	Distance from Accident Site:	75 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1320 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	42.539295,-77.889114(est)

Administrative Information

Investigator In Charge (IIC):	Drake, Beverley
Additional Participating Persons:	THOMAS W WILLIAMS; ROCHESTER , NY
Original Publish Date:	October 30, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28200

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