



Aviation Investigation Final Report

Location:	WINDHAM, Connecticut	Accident Number:	NYC88LA027
Date & Time:	October 30, 1987, 07:15 Local	Registration:	N38334
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE FLIGHT DEPARTED GROTON, CONNECTICUT ENROUTE TO WILLIMANTIC, CONNECTICUT IN UNLIMITED VISIBILITY. HOWEVER AT WINDHAM AIRPORT, THE RUNWAY WAS PARTIALLY OBSCURED BY PATCHY FOG ACCORDING TO THE PILOT. THE PILOT LANDED LONG DUE TO CARRYING ADDITIONAL SPEED IN CASE OF A GO AROUND. THE AIRCRAFT CONTINUE ROLLING OFF THE RWY, AND DOWN AN EMBANKMENT BEFORE COMING TO REST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - FOG
 2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 18, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	14042 hours (Total, all aircraft), 1038 hours (Total, this make and model), 9760 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N38334
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7780415
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	April 24, 1987 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	121 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2602 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	HAUSE, MARINEAU & MUMMERT	Rated Power:	300 Horsepower
Operator:	DAVID E.HAUSE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	GROTON , CT (GON)	Type of Flight Plan Filed:	None
Destination:	WILLIMANTIC , CT (5B0)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WINDHAM 5B0	Runway Surface Type:	Asphalt
Airport Elevation:	246 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4360 ft / 150 ft	VFR Approach/Landing:	Straight-in

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): Hancock, Robert

Additional Participating Persons:

Original Publish Date: May 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36052>

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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](#).