



# Aviation Investigation Final Report

<b>Location:</b>	DANBURY, Connecticut	<b>Accident Number:</b>	NYC95LA087
<b>Date &amp; Time:</b>	April 12, 1995, 13:27 Local	<b>Registration:</b>	N602PC
<b>Aircraft:</b>	PIPER PA-60-602P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AFTER MAKING A LOCALIZER RUNWAY 8 APPROACH, THE PILOT LANDED OVER HALFWAY DOWN THE 4422' WET RUNWAY. HE THEN DECIDED TO ABORT THE LANDING, ADDED POWER, AND WHEN AIRBORNE, RETRACTED THE LANDING GEAR. HE SAID HE ASKED THE RIGHT FRONT SEAT (NON-RATED) PASSENGER TO RESET THE FLAPS (TO 20 DEGREES). THE PILOT SAW TREES AHEAD, AND REALIZED THE AIRPLANE WAS NOT GOING TO CLEAR THE OBSTACLES, THOUGH FULL POWER WAS APPLIED. JUST BEFORE IMPACT, HE PULLED BACK ON THE ELEVATOR CONTROL TO SOFTEN THE IMPACT, RATHER THAN HITTING THE TREES NOSE FIRST. AFTER THE ACCIDENT, THE WING FLAPS WERE FOUND IN THE RETRACTED POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAY IN INITIATING A GO-AROUND (ABORTED LANDING) AND FAILURE TO ASSURE THAT THE FLAPS WERE PROPERLY RESET FOR THE GO-AROUND. FACTORS RELATING TO THE ACCIDENT WERE: THE PILOT'S FAILURE TO ACHIEVE THE PROPER TOUCHDOWN POINT FOR LANDING, THE WET RUNWAY CONDITION, AND THE PROXIMITY OF TREE(S) TO THE RUNWAY.

## 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. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
4. (C) RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)

## Factual Information

On April 12, 1995, at 1327 eastern daylight time, a Piper PA-60-602P, N602PC, owned and piloted by Robert L. Kovach, struck trees during an aborted landing at Danbury, Connecticut. Instrument meteorological conditions prevailed, and the airplane was destroyed. The pilot and two passengers received serious injuries, and one passenger was fatally injured. The flight was operated on an instrument flight rules (IFR) flight plan under 14 CFR Part 91.

The flight originated at Dulles International Airport, in Washington, DC, destined for the Danbury Municipal Airport (DXR). The pilot executed the localizer runway 8 approach to Danbury. At 1325:26, the Danbury Control Tower transmitted, "Aerostar six zero two papa charlie Danbury Tower runway eight wind one two zero at five altimeter three zero two three cleared to land." This was acknowledged by the pilot. Controllers observed the airplane "dive" toward the runway, landing over halfway down the 4422 foot long, hard surface, wet runway.

In the NTSB Accident report, the pilot stated:

...when I broke out, I went to full flaps and descended to the runway. I landed long and hot. I saw that the runway was wet and I was too far down the rwy to stop. I initiated a go-around by adding full power, reduced flaps to 20 degrees and maintained airspeed near 100 kts. There are hills surrounding DXR close in to airport. I saw that we were not going to clear the trees at about 150 feet AGL going up the hill. I waited until almost impact and pulled back on controls to soften impact by allowing bottom of aircraft to strike trees rather than nose first.

The FAA reported that the wing flaps were in the fully retracted position, the wing flap handle was in the neutral position, and the hydraulic system was intact. The pilot reported to the FAA that he never touched the flap handle, and had requested the right seat passenger to reset the flaps. Additionally, he reported that there were no problems with the engines or airplane.

FAA records revealed the pilot held a Private Pilot Certificate with single and multi-engine ratings. His instrument rating was limited to single engine airplanes.

The right front seat passenger received serious injuries in the accident, was taken to a local hospital, and died of her injuries on May 1, 1995.

The 1330 weather observation for Danbury was, ceiling 500 feet overcast, visibility 1 1/2 miles, wind from 100 degrees, at 7 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 14, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1486 hours (Total, all aircraft), 481 hours (Total, this make and model), 1462 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N602PC
<b>Model/Series:</b>	PA-60-602P PA-60-602P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	62P-18165002
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 2, 1994 Annual	<b>Certified Max Gross Wt.:</b>	6062 lbs
<b>Time Since Last Inspection:</b>	108 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3253 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540
<b>Registered Owner:</b>	ROBERT L. KOVACH	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DXR ,458 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:37 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1.5 miles
<b>Lowest Ceiling:</b>	Overcast / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 8°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	WASHINGTON , DC (IAD )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	(DXR )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DANBURY MUNICIPAL DXR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	458 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	Localizer only
<b>Runway Length/Width:</b>	4422 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 2 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 3 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	ARNOLD A PAYNE; WINDSOR LOCKS , CT
<b>Original Publish Date:</b>	January 19, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=38943">https://data.ntsb.gov/Docket?ProjectID=38943</a>

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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](#).