



Aviation Investigation Final Report

Location:	MADISON, Connecticut	Accident Number:	NYC98LA120
Date & Time:	June 1, 1998, 14:15 Local	Registration:	N72657
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was on approach to the 1,863 foot long, asphalt runway. The pilot stated, 'Just before the final flare a hornet distracted me to the extent I lost concentration to the task of landing. I touched down 'long.' Seeing only a short area in which to stop, I applied full power to go around, but there was not enough room before the reeds in the swampy area.' The airplane struck the reeds and nosed over. Examination of the wreckage did not reveal any mechanical malfunctions of the airframe or engine. Wind reported at airports about 15 miles west, and 23 miles east of the accident site at 1345, were from 330 degrees at 15 knots, with 20 knot gusts, and from 350 degrees at 10 knots, respectively.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to continue the landing and his delayed go-around attempt. A factor in this accident was the pilot's diverted attention.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

4. WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ABORTED

Findings

5. TERRAIN CONDITION - SWAMPY

Factual Information

On June 1, 1998, about 1415 eastern daylight time, a Cessna 140, N72657, was substantially damaged during landing at the Griswold Airport (N04), Madison, Connecticut. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed Skylark Airpark Airport, Warehouse, Connecticut, about 1330, destined for N04. The personal flight was conducted under 14 CFR Part 91.

The airplane was on approach to runway 06, a 1,863 foot long, asphalt runway. In a written statement, the pilot said:

" Just before final flare for landing a hornet distracted me to the extent I lost concentration to the task of landing. I touched down 'long.' Seeing only a short area in which to stop, I applied full power to go around, but there was not enough room before the reeds in the swampy area...I was carrying a little extra speed on final because the wind was switching about 90 degrees from time to time...."

The airplane struck the reeds, and nosed over.

Examination of the wreckage by a Federal Aviation Administration Inspector did not reveal evidence of a pre-impact malfunction of the airframe or engine.

Wind reported at airports about 15 miles west, and 23 miles east of the accident site at 1345, were from 330 degrees at 15 knots, with 20 knot gusts, and from 350 degrees at 10 knots, respectively.

Pilot Information

Certificate:	Private	Age:	62, 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-w/ waivers/lim	Last FAA Medical Exam:	October 8, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1185 hours (Total, all aircraft), 100 hours (Total, this make and model), 1185 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72657
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9833
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1375 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85
Registered Owner:	SHERMAN M. CLEMENS	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:	HVN ,14 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAREHOUSE POINT, CT (7B6)	Type of Flight Plan Filed:	None
Destination:	(N04)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	GRISWOLD N04	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	1863 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	GORDON SMITH; WINDSOR LOCKS , CT
Original Publish Date:	January 28, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=39570

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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](#).