



Aviation Investigation Final Report

Location:	EAST HADDAM, Connecticut	Accident Number:	NYC00LA111
Date & Time:	March 30, 2000, 15:45 Local	Registration:	N8041B
Aircraft:	Piper PA-32R-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot and a certificated flight instructor were conducting a flight review. While on final approach to the runway, the airplane passed over trees and began to sink. The pilot receiving the flight review was unable to recover from the sink with power and the airplane touched down in a field about 60 feet prior to the runway threshold, collapsing the left main landing gear. The airplane continued onto the runway, veered to the left, and back onto the grass, collapsing the right main and nose landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilots failure to obtain the proper touchdown point and the CFI's delay in remedial action.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - COPILOT/SECOND PILOT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Factual Information

On March 30, 2000, about 1545 Eastern Standard Time, a Piper PA-32R-301, N8041B, was substantially damaged while landing at the Goodspeed Airport (42B), East Haddam, Connecticut. The certificated flight instructor (CFI), and the certificated private pilot were not injured. Visual meteorological conditions prevailed and an instrument rules flight plan was filed for the flight that departed from Igor I Sikorsky Memorial Airport, Bridgeport, Connecticut. The instructional flight was conducted under 14 CFR Part 91.

According to the private pilot, a biennial flight review was being conducted, which was to include a short field landing. The airplane was flown to 42B to conduct the short field landing and the private pilot had expected to land on Runway 14, because the winds had been from a southerly direction. After flying over the airport, the windsock was observed to favor Runway 32. While on final to Runway 32, the airplane passed over trees and began to sink. Unable to recover from the sink with power, the airplane touched down in a field about 60 feet prior to the runway threshold and collapsed the left main landing gear. The airplane continued onto the runway, veered to the left, and back onto the grass, collapsing the right main and nose landing gear.

The winds reported at an airport 17 miles to the northwest of 42B, at 1556, were from 330 degrees at 7 knots.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 18, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2261 hours (Total, all aircraft), 16 hours (Total, this make and model), 2174 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8041B
Model/Series:	PA-32R-301 PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8213022
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 4, 2000 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K165D
Registered Owner:	RWW AIRCRAFT CORPORATION	Rated Power:	300 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:	MMK ,103 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	20:56 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BRIDGEPORT , CT (BDR)	Type of Flight Plan Filed:	IFR
Destination:	(42B)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GOODSPEED AIRPORT 42B	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2120 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	MARILYN PEARSON; WINDSOR LOCKS , CT
Original Publish Date:	April 19, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48925

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