



National Transportation Safety Board Aviation Accident Final Report

Location:	MADISON, CT	Accident Number:	NYC98LA120
Date & Time:	06/01/1998, 1415 EST	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 (NO4), 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 NO4. 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:	Seatbelt, Shoulder harness
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:	10/08/1997
Occupational Pilot:	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:	No
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 hp
Operator:	SHERMAN M. CLEMENS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HVN, 14 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1345 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
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:			
Departure Point:	WAREHOUSE POINT, CT (7B6)	Type of Flight Plan Filed:	None
Destination:	(N04)	Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	Class E

Airport Information

Airport:	GRISWOLD (N04)	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft	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):	LUKE SCHIADA	Report Date:	01/28/2000
Additional Participating Persons:	GORDON SMITH; WINDSOR LOCKS, CT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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