



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	MADISON, CT	<b>Accident Number:</b>	NYC98LA120
<b>Date &amp; Time:</b>	06/01/1998, 1415 EST	<b>Registration:</b>	N72657
<b>Aircraft:</b>	Cessna 140	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ABORTED

### Findings

5. TERRAIN CONDITION - SWAMPY

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N72657
<b>Model/Series:</b>	140 140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SHERMAN M. CLEMENS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C85
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HVN, 14 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, 330°
<b>Temperature:</b>	22° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WAREHOUSE POINT, CT (7B6)	<b>Destination:</b>	(N04)

## Airport Information

<b>Airport:</b>	GRISWOLD (N04)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1863 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): LUKE SCHIADA Adopted Date: 01/28/2000

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](mailto: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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