



National Transportation Safety Board Aviation Accident Data Summary

Location:	E. HADDAM, CT	Accident Number:	NYC90LA065
Date & Time:	02/01/1990, 1130 EST	Registration:	N1335T
Aircraft:	PIPER PA-34-200	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PIPER PA-34-200 WAS ON SHORT FINAL TO RUNWAY 14, WHEN IT ENCOUNTERED WINDSHEAR AND MADE A HARD LANDING, RECEIVING SUBSTANTIAL DAMAGE. THE FAA REPORTED THAT DUE TO A RIDGE LINE TO THE EAST, STRONG MECHANICAL WINDSHEAR WAS POSSIBLE WHEN THE WINDS WERE FROM 090 THROUGH 170 DEGREES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WEATHER CONDITION - WINDSHEAR

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	427 hours (Total, all aircraft), 115 hours (Total, this make and model), 387 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1335T
Model/Series:	PA-34-200 PA-34-200	Engines:	2 Reciprocating
Operator:	DAVID LEE INGRAM	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 135°
Temperature:	7°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	STAUNTON, VA (SHD)	Destination:	(42B)

Airport Information

Airport:	GOODSPEED (42B)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	2118 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Adopted Date:	09/10/1992
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.