



National Transportation Safety Board Aviation Accident Final Report

Location:	DANBURY, CT	Accident Number:	NYC89LA169
Date & Time:	08/01/1989, 0901 EDT	Registration:	N8909N
Aircraft:	PIPER PA-32-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS CLEARED FOR A TOUCH-&-GO LANDING ON RUNWAY 35. THE AIRCRAFT WAS OBSERVED TO TOUCH DOWN AT ABOUT MIDFIELD. THE PILOT SAID A GO-AROUND SEEMED ILL ADVISED, SO HE APPLIED BRAKES & RAISED THE FLAPS. AS THE AIRCRAFT NEARED A FENCE, A RIGHT GROUND LOOP WAS MADE IN AN ATTEMPT TO AVOID A COLLISION. HOWEVER, THE LEFT WING MADE CONTACT WITH THE FENCE & THE PROP CONTACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF (EXCESSIVE) AIRSPEED, HIS FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT, AND FAILURE TO MAKE A GO-AROUND, WHILE THERE WAS SUFFICIENT RUNWAY REMAINING. THE FENCE WAS A RELATED FACTOR.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - FENCE
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	549 hours (Total, all aircraft), 6 hours (Total, this make and model), 520 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8909N
Model/Series:	PA-32-300 PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-40696
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-K1A5
Registered Owner:	JEFFREY BRUNNER	Rated Power:	300 hp
Operator:	MILES B REESE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / -18° C
Precipitation and Obscuration:			
Departure Point:	BRIDGEPORT, CT (BDR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0845 EDT	Type of Airspace:	

Airport Information

Airport:	DANBURY (DXR)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	457 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3135 ft / 150 ft	VFR Approach/Landing:	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):	CHAUNCEY D TWINE	Report Date:	06/02/1992
Additional Participating Persons:	; WINDSON 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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).