



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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
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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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41
<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>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8909N
<b>Model/Series:</b>	PA-32-300 PA-32-300	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MILES B REESE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-K1A5
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 70°
<b>Temperature:</b>	24° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BRIDGEPORT, CT (BDR)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	DANBURY (DXR)	<b>Runway Surface Type:</b>	Asphalt; Concrete
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3135 ft / 150 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): CHAUNCEY D TWINE

Adopted Date: 06/02/1992

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](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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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.