



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTHAMPTON, MA	Accident Number:	NYC84LA019
Date & Time:	11/01/1983, 1500 EST	Registration:	N54CW
Aircraft:	WICHAWK 1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PILOT THE APPROACH WAS TOO LOW AND TOO SLOW AND THE AIRCRAFT LANDED SHORT OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/09/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WICHAWK	Registration:	N54CW
Model/Series:	1 1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	178
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/05/1983, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	30 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470
Registered Owner:	CHARLES MAXTED	Rated Power:	230 hp
Operator:	CHARLES MAXTED	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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	MERIDEN, CT (MMK)	Type of Flight Plan Filed:	None
Destination:	NORTHAMPTON, MA (7B2)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	LAFLEUR (7B2)	Runway Surface Type:	Asphalt
Airport Elevation:	120 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3500 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):	VERNON TAYLOR	Report Date:	
Additional Participating Persons:			
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](#).