



National Transportation Safety Board Aviation Accident Final Report

Location:	GROTON, CT	Accident Number:	NYC82AA028
Date & Time:	02/01/1982, 0045 EST	Registration:	N451C
Aircraft:	BEECH 99	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Serious, 2 Minor

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

AFTER CROSSING THE MONDI INTERSECTION INBOUND FOR AN ILS RWY 5 APCH, THE CAPTAIN FELT THAT A PROPER DESCENT WAS NOT POSSIBLE DUE TO A STRONG TAILWIND & THEIR PRESENT ALTITUDE. THEY TURNED & PROCEEDED OUTBOUND TO LOOSE ALTITUDE. THE CREW THEN ESTABLISHED THEMSELVES AGAIN ON THE INBOUND COURSE AT AN AIRSPEED OF APPROXIMATELY 120K. THE COPILOT REPORTED THAT AROUND 300 FT "THE BOTTOM DROPPED OUT." THE ACFT CRASHED ONTO THE SURFACE OF A FROZEN COVE & SLID ONTO MARSHY TERRAIN & STOPPED ABOUT 500 FT SHORT OF THE RWY. A NTSB WEATHER SUMMARY SHOWS THAT THE FOLLOWING WIND REGIMES EXISTED WHEN THE ACFT MADE ITS APPROACH: 5000 TO 24000 FT ASL, WIND 220/50; 2400 TO 450 FT ASL, WIND 180/30; 450 FT ASL TO SURFACE, WIND 100/5. USING THE ABOVE WIND REGIMES & ASSUMING AN APPROACH AIRSPEED OF 123K, THE FOLLOWING GROUND SPEEDS WERE COMPUTED: 5000 TO 2400 FT ASL, 155K; 2400 TO 450 FT ASL, 147K; 450 FT ASL TO SURFACE, 118K.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
5. (F) WEATHER CONDITION - DOWNDRAFT
6. (C) WEATHER CONDITION - WINDSHEAR

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3: UNDERSHOOT

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - ICY

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/16/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7108 hours (Total, all aircraft), 400 hours (Total, this make and model), 6812 hours (Pilot In Command, all aircraft), 272 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N451C
Model/Series:	99 99	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	U66
Landing Gear Type:	Retractable - Tricycle	Seats:	17
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10400 lbs
Time Since Last Inspection:	6 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	19188 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6A-20
Registered Owner:	PILGRIM AIRLINES	Rated Power:	579 hp
Operator:	PILGRIM AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	GON, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2400	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37° C / 0° C
Precipitation and Obscuration:			
Departure Point:	NEW HAVEN, CT	Type of Flight Plan Filed:	IFR
Destination:	WESTHAMPTON, NY (FOK)	Type of Clearance:	IFR
Departure Time:	0021	Type of Airspace:	

Airport Information

Airport:	GROTON-NEW LONDON (GON)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/01/1983
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/ .	

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