



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GROTON, CT	<b>Accident Number:</b>	NYC82AA028
<b>Date &amp; Time:</b>	02/01/1982, 0045 EST	<b>Registration:</b>	N451C
<b>Aircraft:</b>	BEECH 99	<b>Injuries:</b>	5 Serious, 2 Minor
<b>Flight Conducted Under:</b>	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

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

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	25
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N451C
<b>Model/Series:</b>	99 99	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	PILGRIM AIRLINES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)	<b>Engine Model/Series:</b>	PT6A-20
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	GON, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Overcast / 400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 100°
<b>Temperature:</b>	37° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	NEW HAVEN, CT	<b>Destination:</b>	WESTHAMPTON, NY (FOK)

### Airport Information

<b>Airport:</b>	GROTON-NEW LONDON (GON)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	5	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	5000 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	4 Serious, 1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b> 02/01/1983
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .

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