



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Groton, CT	Accident Number:	ERA20LA287
Date & Time:	08/17/2020, 2236 EDT	Registration:	N41382
Aircraft:	Piper PA34	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

On August 17, 2020, about 2236 eastern daylight time, a Piper PA-34-200, N41382, was substantially damaged when it impacted a house near the Groton-New London Airport (GON), Groton, Connecticut. The certified flight instructor (flight instructor) and pilot undergoing instruction (PUI) sustained minor injuries. An occupant of the house was not injured as a result of the collision but sustained throat irritation due to fuel smell. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 instructional flight.

According to the flight instructor, the flight departed GON about 1700 hours, and flew direct to Bangor International Airport (BGR), Bangor, Maine, where the flight landed uneventfully, and the fuel tanks were filled. According to ADS-B data the flight departed BGR at 2002, then proceeded to Augusta State Airport, Augusta Maine, and then to Portland International Jetport, Portland, Maine, where the flight instructor indicated that the PUI performed one, and three touch-and-go landings, respectively. After the last touch-and-go landing the flight proceeded to GON where the PUI performed two touch-and-go landings to runway 23. The flight departed and remained in the traffic pattern for the same runway, where, when abeam the approach end of runway 23 with the landing gear extended and 10° of flaps extended, the PUI began to descend while turning onto the base leg of the airport traffic pattern. The flight instructor stated that at time he heard an engine sputter and verified the controls were in the proper position. He heard the engine sputter again and "felt the [airplane] jerk" and stated, "my controls." He maintained airspeed and verified the engine controls were full forward, retracted the flaps but decided to leave the landing gear extended due to the altitude and proximity to the airport. He verified the malfunction to be the right engine and felt it was developing some power, but with "less output" than the left. He briefly pitched nose-down, then nose-up, and when he noticed a high decent rate, he feathered the right propeller and placed the right mixture control to idle cutoff. He looked for a place to land and maneuvered for landing on a street. While flaring to land, he felt a collision.

The airplane came to rest suspended by the roof structure of the house. The airplane was recovered for further examination of the airframe, engine and its systems, and propeller systems.

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N41382
Model/Series:	PA34 200	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	Upgrade Incorporated	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	GON, 9 ft msl	Observation Time:	2256 EDT
Distance from Accident Site:	2 Nautical Miles	Temperature/Dew Point:	21 °C / 19 °C
Lowest Cloud Condition:	Few / 1500 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 220°
Lowest Ceiling:		Visibility:	10 Miles
Altimeter Setting:	29.87 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Bangor, ME (BGR)	Destination:	Groton, CT (GON)

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.350833, -72.024167

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville
Additional Participating Persons:	Dennis Oparowski; FAA/FSDO; Windsor Locks, CT Jonathon Hirsch; Piper Aircraft, Inc.; Vero Beach, FL
Note:	The NTSB did not travel to the scene of this accident.