



Aviation Investigation Final Report

Location:	Ellington, Connecticut	Accident Number:	ERA24LA168
Date & Time:	April 7, 2024, 10:25 Local	Registration:	N90JF
Aircraft:	Cessna 208	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The airplane was returning to the airport after releasing five skydivers. During short final approach to the 1,800-ft-long runway, in a gusty headwind, the airplane touched down just prior to the runway and the landing gear struck an embankment. The nosegear separated and the airplane skid onto and off the right side of the runway. It subsequently came to rest upright in a grass area off the right side of the runway. Examination of the wreckage revealed substantial damage to the lower and right fuselage. The examination did not reveal any preimpact mechanical malfunctions of the airplane that would have precluded normal operation, nor did the pilot report any.

Probable Cause and Findings

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

The pilot’s failure to maintain a proper glidepath to the runway, which resulted in a runway undershoot and collision with terrain.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

Landing	Landing area undershoot (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter; Unmanned (sUAS)	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 20, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 13, 2023
Flight Time:	865 hours (Total, all aircraft), 204 hours (Total, this make and model), 632 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N90JF
Model/Series:	208	Aircraft Category:	Airplane
Year of Manufacture:	1985	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20800005
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W CANADA
ELT:	Installed	Engine Model/Series:	PT6A-114A
Registered Owner:	ISR AVIATION LLC	Rated Power:	675 Horsepower
Operator:	Connecticut Parachutists	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BDL,173 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	8°C / -3°C
Precipitation and Obscuration:			
Departure Point:	Ellington, CT	Type of Flight Plan Filed:	None
Destination:	Ellington, CT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Ellington Airport 7B9	Runway Surface Type:	Asphalt
Airport Elevation:	253 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.925417,-72.457111

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Robert Starkey; FAA/FSDO; Enfield, CT
Original Publish Date:	June 21, 2024
Last Revision Date:	June 21, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194044

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).