



National Transportation Safety Board Aviation Accident Final Report

Location:	NO. WINDHAM, VT	Accident Number:	NYC89LA209
Date & Time:	09/01/1989, 1745 EST	Registration:	N2054S
Aircraft:	CESSNA 210	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT EXPERIENCED AN ENGINE POWER LOSS IN IFR WEATHER CONDITIONS. WHILE ATTEMPTING TO REACH SPRINGFIELD AND SEARCHING THROUGH CLOUD COVER, HE BECAME AWARE OF AN AIRPORT AND A GOLF COURSE BELOW. HE LOWERED THE LANDING GEAR INTENDING TO LAND AT THE AIRPORT. WHEN IT BECAME APPARENT HE COULD NOT REACH THE AIRPORT HE LANDED ON THE GOLF COURSE. THE AIRCRAFT BOUNCED & THE NOSE GEAR SEPARATED. NO FUEL WAS ON BOARD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ASSURE AN ADEQUATE SUPPLY OF FUEL WAS AVAILABLE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/07/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1138 hours (Total, all aircraft), 183 hours (Total, this make and model), 929 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2054S
Model/Series:	210 210	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21061021
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/10/1989, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1912 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-L3
Registered Owner:	UPPER VALLEY FLYING	Rated Power:	285 hp
Operator:	GEORGE A. LITTLE, M.D.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C / -18° C
Precipitation and Obscuration:			
Departure Point:	GAITHERSBURG, MD (GAI)	Type of Flight Plan Filed:	IFR
Destination:	LEBANON, NH (LEB)	Type of Clearance:	
Departure Time:	1600 EST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	REUBEN L DENSLEY	Report Date:	09/30/1991
Additional Participating Persons:	; PORTLAND, ME		
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 pubinquiry@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](#).