



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NO. WINDHAM, VT	<b>Accident Number:</b>	NYC89LA209
<b>Date &amp; Time:</b>	09/01/1989, 1745 EST	<b>Registration:</b>	N2054S
<b>Aircraft:</b>	CESSNA 210	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	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

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

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

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

### Findings

3. LANDING GEAR,NOSE GEAR - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1138 hours (Total, all aircraft), 183 hours (Total, this make and model), 929 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2054S
<b>Model/Series:</b>	210 210	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GEORGE A. LITTLE, M.D.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-L3
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 10000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ , 290°
<b>Temperature:</b>	16° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GAITHERSBURG, MD (GAI)	<b>Destination:</b>	LEBANON, NH (LEB)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<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>	REUBEN L DENSLEY	<b>Adopted Date:</b>	09/30/1991
<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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