



Aviation Investigation Final Report

Location:	MARSHFILED, Massachusetts	Accident Number:	NYC87LA026
Date & Time:	October 29, 1986, 02:30 Local	Registration:	N9585G
Aircraft:	CESSNA U206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

ELECTRICAL FAILURE OCCURRED IN FLIGHT DUE TO AN ALTERNATOR BELT FAILURE. THE ACFT LANDED IN THE GRASS BESIDE THE RWY AND WAS DAMAGED. THE LANDING WAS DIFFICULT DUE TO DARKNESS, FOG AND NO LIGHTS. THE PLT TRIED TO USE FLAPS BUT FAILED DUE TO NO ELEC POWER. THE LANDING WAS LONG AND OFF THE RWY DUE TO LACK OF VISIBILITY. THE NOSE WHEEL COLLAPSED DURING THE LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. LANDING GEAR,NOSE GEAR - OVERLOAD
3. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 19, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1070 hours (Total, all aircraft), 74 hours (Total, this make and model), 1070 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9585G
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20601785
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 5, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1860 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520J
Registered Owner:	ATLANTIC CABLE CONSTRUCTION CO	Rated Power:	280 Horsepower
Operator:	GEORGE WILLIAM STUART	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SIMSBURY , CT (4B9)	Type of Flight Plan Filed:	None
Destination:	MARSHFIELD , MA	Type of Clearance:	VFR
Departure Time:	01:15 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	MARSHFIELD 3B2	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	
Runway Used:	6	IFR Approach:	Visual
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Ghiorsi, Frank

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=30551>

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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](#).