



# Aviation Investigation Final Report

<b>Location:</b>	CALVERTON, New York	<b>Accident Number:</b>	NYC85LA172
<b>Date &amp; Time:</b>	July 14, 1985, 15:30 Local	<b>Registration:</b>	N9031S
<b>Aircraft:</b>	Beech 36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT OF N9031S WAS ADVISED THAT NANTUCKET MEMORIAL AIRPORT WAS IN IFR CONDITIONS AND DECIDED TO TURN BACK TOWARDS LONG ISLAND. DURING THE FLIGHT TO LONG ISLAND, N9031S LOST RADIO COMMUNICATIONS AND SOON ELECTRICAL POWER TO THE NAVIGATIONAL EQUIPMENT. THE PILOT DECIDED TO LAND BEFORE ENTERING THE NY TERMINAL CONTRL AREA. E CALVERTON AIRPORT WAS IDENTIFIED AND THE GEAR LOWERED FOR A LANDING. THE GEAR INDICATOR LIGHTS DID NOT ILLUMINATE, HOWEVER, THE MECHANICAL GEAR INDICATOR SHOWED THAT THE GEAR WAS DOWN. THE PILOT ASSUMED THE GEAR WAS LOCKED AND CONTINUED THE LANDING. DURING THE TOUCHDOWN, THE NOSE AND RIGHT MAIN GEAR COLLAPSED.

## 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
2. (F) FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

3. (F) FLIGHT/NAV INSTRUMENTS - FAILURE, TOTAL
4. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

5. (F) LANDING GEAR, GEAR INDICATING SYSTEM - DISABLED
6. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
7. (F) LANDING GEAR, GEAR WARNING SYSTEM - DISABLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 1, 1985
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	640 hours (Total, all aircraft), 380 hours (Total, this make and model), 550 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9031S
<b>Model/Series:</b>	36 58P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	E117
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 1, 1985 Annual	<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2500 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520 SERI
<b>Registered Owner:</b>	ROBERT SOUNDER	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ISP ,99 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	18:50 Local	<b>Direction from Accident Site:</b>	255°
<b>Lowest Cloud Condition:</b>	1000 ft AGL	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Broken / 3500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LUMBERTON , NJ (N14 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	NANTUCKET , MA (ACK )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	CALVERTON CTO	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	75 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10000 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.920677,-72.75988(est)

## Administrative Information

**Investigator In Charge (IIC):** Taylor, Vernon

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35910>

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