



National Transportation Safety Board Aviation Accident Final Report

Location:	ESPANOLA, NM	Accident Number:	FTW94LA062
Date & Time:	01/02/1994, 1030 MST	Registration:	N89036
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

ACCORDING TO THE INSTRUCTOR PILOT, THE STUDENT PILOT MADE THREE GOOD LANDINGS. ON THE FOURTH LANDING, AS THE AIRPLANE STARTED ITS LANDING ROLL, IT VEERED TO THE RIGHT, DEPARTED THE RUNWAY ONTO ROUGH TERRAIN, AND CAME TO REST IN A DITCH. THE INSTRUCTOR APPLIED FULL LEFT RUDDER, BUT IT HAD NO EFFECT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WAS THE DUAL STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. A FACTOR WAS THE CERTIFICATED FLIGHT INSTRUCTOR'S INADEQUATE SUPERVISION.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On January 2, 1994, at 1030 mountain standard time, a Cessna 140, N89036, was substantially damaged during landing at San Juan Pueblo Airport, Espanola, New Mexico. The student pilot and flight instructor were not injured. Visual meteorological conditions prevailed for the instructional flight.

The instructor pilot reported that the student pilot made "three good landings." She further reported that on the fourth landing, the airplane was straight, power was off, yoke was back, and the airplane touched down softly. Almost as soon as the airplane started its landing roll, it veered to the right, departed the runway onto rough terrain, and came to rest in a ditch. The instructor applied full left rudder, but it had no effect. The instructor pilot could offer no reason why it veered right.

Examination of the aircraft revealed no mechanical or structural failures that could have caused the loss of directional control.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/06/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1725 hours (Total, all aircraft), 22 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89036
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	8334
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/29/1993, Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	107 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3190 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	THOMAS, MARILYN / HYER, RON	Rated Power:	85 hp
Operator:	THOMAS, MARILYN / HYER, RON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAM, 7171 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1050 MST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -12°C
Precipitation and Obscuration:			
Departure Point:	LOS ALAMOS, NM (LAM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0945 MST	Type of Airspace:	Class G

Airport Information

Airport:	ESPANOLA (Q14)	Runway Surface Type:	Asphalt
Airport Elevation:	5790 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4995 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON,	Report Date:	11/14/1994
Additional Participating Persons:	JOHN C SANDERS; ALBUQUERQUE, NM		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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