



National Transportation Safety Board Aviation Accident Final Report

Location:	LOS ALAMOS, NM	Accident Number:	FTW98LA251
Date & Time:	06/01/1998, 1500 MDT	Registration:	N1896C
Aircraft:	Cessna 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was performing a wheel landing on runway 27 (5,500 ft. x 75 ft., elevation 7,171 feet) which is located on top a mesa with trees lining the south side. He stated that he requested an airport advisory which gave the wind at S-SE for 10 knots with gusts to 20 knots. When the airplane touched down, it began to 'weathervane,' and it exited the runway to the left striking a ditch and fence. The density altitude was 10,459 feet, at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions. Contributing factors were the crosswinds, the fence, and the ditch.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Findings

4. (F) TERRAIN CONDITION - DITCH
5. (F) OBJECT - FENCE

Factual Information

On June 1, 1998, at 1500 mountain daylight time, a Cessna 170B, N1896C, was substantially damaged during landing roll near Los Alamos, New Mexico. The private pilot, the sole occupant aboard, was not injured. The airplane was registered jointly to two individuals and was being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the personal flight which originated in Espanola, New Mexico, 15 minutes before the accident. No flight plan had been filed.

According to the pilot's accident report and a telephone conversation with the Investigator-In-Charge, the pilot stated that he was performing a wheel landing on runway 27 (5,500 ft. X 75 ft., elevation 7,171 feet), which is located on top a mesa with trees lining the south side. He stated that he requested an airport advisory which gave the wind at S-SE for 10 knots with gusts to 20 knots. The pilot stated that when the airplane touched down, it began to "weather vain," and it exited the runway to the left striking a ditch and fence. Both wings were substantially damaged as well as the landing gear and propeller.

At the time of the accident, density altitude was 10,459 feet.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/07/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	520 hours (Total, all aircraft), 140 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1896C
Model/Series:	170B 170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	26041
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/01/1998, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4197 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360A1A
Registered Owner:	LLOYD HUNT	Rated Power:	180 hp
Operator:	EARL W. BACKENSTOW	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAM, 7150 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1350 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	35 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31 °C / -4 °C
Precipitation and Obscuration:			
Departure Point:	ESPANOLA, NM (Q14)	Type of Flight Plan Filed:	None
Destination:	, NM (LAM)	Type of Clearance:	None
Departure Time:	1445 MDT	Type of Airspace:	Class G

Airport Information

Airport:	LOS ALAMOS (LAM)	Runway Surface Type:	Asphalt
Airport Elevation:	7150 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5500 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES F STRUHSAKER	Report Date:	12/01/1999
Additional Participating Persons:	LARRY SMALLEY; 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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