



National Transportation Safety Board Aviation Accident Final Report

Location:	MCALLEN, TX	Accident Number:	FTW98LA382
Date & Time:	09/02/1998, 1530 CDT	Registration:	XARIM
Aircraft:	Cessna T210M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the landing roll on runway 31 with a right crosswind, the commercial pilot lost control of the airplane, and it exited the right side of the runway. The pilot turned the airplane to parallel the runway and attempted to stop; however, he was unable to stop before the nose wheel impacted the embankment at the edge of intersecting runway 18/36. The nose landing gear separated from the airplane, and the airplane nosed down, slid across runway 18/36 and came to rest in the grass. According to the pilot, the wind was from 010 degrees at 7 knots gusting to 15 knots. At 1553, the reported winds at the airport were from 020 degrees at 11 knots.

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 crosswind resulting in a loss of control. A factor was the crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
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Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - ROLL

Factual Information

On September 2, 1998, at 1530 central daylight time, a Cessna T210M airplane, Mexican registration XA-RIM, was substantially damaged when it impacted an embankment and nosed down during the landing roll at the McAllen Miller International Airport in McAllen, Texas. The airplane was owned and operated by Milenium Air Servicios of Guadalajara, Mexico. The commercial pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and a VFR flight plan was filed for the Title 14 CFR Part 91 personal flight from Reynosa, Mexico, to McAllen.

According to the pilot's written statement, following the touchdown on runway 31, a "heavy crosswind" made him "lose control," and the airplane exited the right side of the runway. He turned the airplane to parallel the runway and attempted to stop; however, he was unable to stop before the nose wheel impacted the embankment at the edge of intersecting runway 18/36. The nose landing gear separated from the airplane, and the airplane nosed down, slid across runway 18/36 and came to rest in the grass.

According to the pilot, the wind was from 010 degrees at 7 knots gusting to 15 knots. At 1553, the reported winds at the airport were from 020 degrees at 11 knots.

A mechanic employed by McCreery Aviation Company, a fixed-base operator (FBO) on the airport, examined the airplane and reported that the firewall, propeller, engine, and nose landing gear were damaged.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/30/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1200 hours (Total, all aircraft), 60 hours (Total, this make and model), 646 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	XARIM
Model/Series:	T210M T210M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	210-63311
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-Z
Registered Owner:	MILENIUM AIR SERVICIOS	Rated Power:	
Operator:	MILENIUM AIR SERVICIOS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFE, 107 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37° C / 19° C
Precipitation and Obscuration:			
Departure Point:	REYNOSA, MX (MMRX)	Type of Flight Plan Filed:	VFR
Destination:	(MFE)	Type of Clearance:	VFR
Departure Time:	1515 CDT	Type of Airspace:	Class D

Airport Information

Airport:	MCALLEN MILLER INTL. (MFE)	Runway Surface Type:	Asphalt
Airport Elevation:	107 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	7108 ft / 150 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):	GEORGIA R SNYDER	Report Date:	02/16/2001
Additional Participating Persons:	JESSE CAVAZOS; SAN ANTONIO, TX		
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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