



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	MCALLEN, TX	<b>Accident Number:</b>	FTW98LA382
<b>Date &amp; Time:</b>	09/02/1998, 1530 CDT	<b>Registration:</b>	XARIM
<b>Aircraft:</b>	Cessna T210M	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	XARIM
<b>Model/Series:</b>	T210M T210M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MILENIUM AIR SERVICIOS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-Z
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MFE, 107 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 20°
<b>Temperature:</b>	37° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	REYNOSA, MX (MMRX)	<b>Destination:</b>	(MFE)

## Airport Information

<b>Airport:</b>	MCALLEN MILLER INTL. (MFE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7108 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): GEORGIA R SNYDER

Adopted Date: 02/16/2001

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.