



National Transportation Safety Board Aviation Accident Final Report

Location:	BELEN, NM	Accident Number:	DEN99LA001
Date & Time:	10/01/1998, 1330 MDT	Registration:	N9403A
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

When the pilot turned onto final approach to runway 21, he had to lower the left wing and apply right rudder to maintain runway alignment. He said the wind had generally been from the south between 15 and 18 knots. As the airplane touched down, a wind gust 'in excess of 20 knots cocked the airplane to the left,' causing the right main landing gear to buckle and separate. According to a Cessna Airplane Company spokesperson, the airplane owner's manual contains no maximum crosswind component data.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control. Factors were his inadequate compensation for the gusty crosswind conditions, and the airplane manufacturer's failure to provide adequate performance data.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS
5. (F) PERFORMANCE DATA - INADEQUATE - MANUFACTURER

Factual Information

On October 1, 1998, approximately 1330 mountain daylight time, a Cessna 140A, N9403A, registered to and operated by the pilot, was substantially damaged when it collided with terrain while landing at Alexander Municipal Airport, Belen, New Mexico. The private pilot, the sole occupant aboard, was not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed for the personal flight being conducted under title 14 CFR Part 91. The flight originated at Deming, New Mexico, at 1130.

According to the pilot's accident report, he turned onto final approach to runway 21 (6,600 ft. x 60 ft, asphalt) and had to lower the left wing and apply right rudder to maintain runway alignment. He said the wind had generally been from the south between 15 and 18 knots. As the airplane touched down, a wind gust "in excess of 20 knots cocked the airplane to the left," causing the right main landing gear to buckle and separate.

An FAA inspector who went to the scene reported finding the right wing spar fractured. He said that shortly after the accident, a rain squall passed through the area.

The wind at Albuquerque International Airport, located about 26 miles north of Belen, was from 140 degrees at 15 knots, with gusts to 18 knots. There were distant cumulonimbus clouds and rain shafts from the southwest through the north quadrants.

According to a Cessna Airplane Company spokesperson, the airplane owner's manual contains no maximum crosswind component data.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	10/20/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9403A
Model/Series:	140A 140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15224
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/01/1998, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	19 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6138 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C--90-12F
Registered Owner:	IVAN P. HERSH	Rated Power:	90 hp
Operator:	IVAN P. HERSH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABQ, 5352 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1256 MDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 12° C
Precipitation and Obscuration:			
Departure Point:	DEMING, NM (DMN)	Type of Flight Plan Filed:	None
Destination:	, NM (E80)	Type of Clearance:	None
Departure Time:	1130 MDT	Type of Airspace:	Class E

Airport Information

Airport:	BELEN MUNICIPAL (E80)	Runway Surface Type:	Asphalt
Airport Elevation:	5191 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6600 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):	ARNOLD W SCOTT	Report Date:	05/19/1999
Additional Participating Persons:	AL E WESTBROOK; 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.nts.gov/pubdms/ .		

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