



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BELEN, NM	<b>Accident Number:</b>	DEN99LA001
<b>Date &amp; Time:</b>	10/01/1998, 1330 MDT	<b>Registration:</b>	N9403A
<b>Aircraft:</b>	Cessna 140A	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9403A
<b>Model/Series:</b>	140A 140A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	IVAN P. HERSH	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C--90-12F
<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>	ABQ, 5352 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 4000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 18 knots, 140°
<b>Temperature:</b>	23° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DEMING, NM (DMN)	<b>Destination:</b>	, NM (E80)

## Airport Information

<b>Airport:</b>	BELEN MUNICIPAL (E80)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	21	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6600 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

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ARNOLD W SCOTT	<b>Adopted Date:</b>	05/19/1999
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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