



National Transportation Safety Board Aviation Accident Final Report

Location:	MARFA, TX	Accident Number:	FTW99LA127
Date & Time:	05/01/1999, 0745 MDT	Registration:	N95631
Aircraft:	Cessna 182Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During a north landing at a private airstrip, the airplane drifted left of centerline, and its left main landing gear struck a pile of dirt located on the left side of the approach end of the runway. Subsequently, the airplane nosed over and came to rest inverted. The pile of dirt on the left edge of the runway was the result of construction at the airstrip. According to the pilot, the airstrip elevation rises to the north, and the last 600 feet has a 'dog-leg' to the right. He added that all pilots approach to the north over the left side of the approach end of the runway. The pilot reported that the wind was calm, and he had landed at the airstrip in 'a Maule 5 times previously.'

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 clearance with the dirt bank during the landing flare.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On May 1, 1999, approximately 0745 mountain daylight time, a Cessna 182Q, N95631, was substantially damaged during landing at a private airstrip near Marfa, Texas. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal cross-country flight. The aircraft was registered to a private individual, and operated by Gene's Flight School and Pilot Services of Santa Teresa, New Mexico. The private pilot and his only passenger sustained minor injuries. The flight originated from the El Paso International Airport, El Paso, Texas, at 0645.

The pilot reported to the FAA inspector that during the approach to the private airstrip, the aircraft drifted left of centerline. During the landing to the north, the airplane's left main landing gear struck a pile of dirt, located on the left side of the approach end of the runway. Subsequently, the aircraft nosed over and came to rest inverted. The pilot further reported that the wind was calm at the time of the accident.

The pilot reported in the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, that the airstrip rises to the north and the last 600 feet has a "dog-leg" to the right. He added that all pilots approach to the north over the left side of the approach end of the runway. The pilot further reported that the pile of dirt on the left edge of the runway was a result of the airstrip's construction. The pilot also stated that he had landed at the airstrip in "a Maule 5 times previously."

Examination of the aircraft by the FAA inspector revealed that the fuselage, firewall, vertical stabilizer, and wings were damaged.

Pilot Information

Certificate:	Private	Age:	64, 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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/08/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft), 360 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N95631
Model/Series:	182Q 182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18266585
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/05/1998, Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	95 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2690 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470
Registered Owner:	JERRY R. HILL	Rated Power:	230 hp
Operator:	GENE DAWSON	Operating Certificate(s) Held:	None
Operator Does Business As:	GENE'S FLT SCHOOL & PILOT SER.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	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:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	EL PASO, TX (ELP)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	0645 MDT	Type of Airspace:	Class G

Airport Information

Airport:	COLE MINE RANCH (NONE)	Runway Surface Type:	Dirt
Airport Elevation:	3000 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1600 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOULAS D WIGINGTON	Report Date:	06/21/2000
Additional Participating Persons:	MICHAEL R JORDAN; LUBBOCK, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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