



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LAS CRUCES, NM	<b>Accident Number:</b>	DEN00LA003
<b>Date &amp; Time:</b>	10/02/1999, 0750 MDT	<b>Registration:</b>	N2493M
<b>Aircraft:</b>	Piper PA-12	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot said that while on final approach to runway 26, engine power remained too high even though the throttle had been completely retarded. On the second approach, engine power was still too high even with the throttle closed. He initiated a second go around and when the airplane was 50 feet above the ground, the mixture control was slowly moved towards idle cutoff 'to decrease power.' The airplane touched down at high speed. Directional control was lost when the pilot became distracted, and the airplane ground looped to the right. The left wing buckled when it struck the runway, and the side loads tore off the left main landing gear and damaged the right main landing gear. It was later discovered that the clamp securing the throttle sleeve to the throttle housing had come loose, allowing the sleeve (not the cable) to move when the throttle control was operated.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent ground loop/swerve during landing. A factor was his attention being diverted by a malfunctioning throttle control.

## Findings

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

### Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - NOT AVAILABLE
4. (F) THROTTLE/POWER LEVER, LINKAGE - LOOSE PART/BOLT/NUT/CLAMP/ETC

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

5. TERRAIN CONDITION - RUNWAY

## Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	348 hours (Total, all aircraft), 348 hours (Total, this make and model), 348 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2493M
Model/Series:	PA-12 PA-12	Engines:	1 Reciprocating
Operator:	ROBT D BRADFORD/TOMMY G GRUVER	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELP, 3956 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 140°
Temperature:	17° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	EL PASO, TX (ELP)	Destination:	(LRU)

## Airport Information

Airport:	LAS CRUCES INTERNATIONAL (LRU)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	6073 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 06/22/2000

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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