



National Transportation Safety Board Aviation Accident Final Report

Location:	Santa Teresa, NM	Accident Number:	FTW02LA135
Date & Time:	05/02/2002, 1230 MDT	Registration:	N7504W
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the landing on runway 28, the airplane veered off the runway when it encountered gusty crosswinds. The nearest weather observation facility (located approximately 22 nautical miles east of the accident site) reported the wind from 220 degrees at 9 knots with gusts to 16 knots. Further, the wind was reported as variable from 180 degrees to 260 degrees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the gusty crosswind conditions resulting in a loss of control of the airplane during the landing. A contributing factor was the gusty crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Factual Information

On May 2, 2002, approximately 1230 mountain daylight time, a Piper PA-28-180 single-engine airplane, N7504W, sustained substantial damage following a loss of control during landing on runway 28 at the Dona Ana County Airport near Santa Teresa, New Mexico. The airplane was owned by PIR, Inc., of Salem, Oregon, and operated by a private individual under 14 Code of Federal Regulations Part 91. The private pilot and his passenger received minor injuries. Visual meteorological conditions prevailed for the cross-country flight, and a flight plan was not filed. The flight departed San Angelo, Texas, at an unknown time, with a planned destination of Deming, New Mexico.

The pilot reported that during the cross-country flight the airplane encountered "strong headwinds and got low on fuel." The pilot requested and received flight following to the nearest airport for refueling. During the landing, the aircraft veered off the runway when it encountered gusty winds. Subsequently, the nose gear collapsed, and the aircraft came to rest upright.

A mechanic, who examined the airplane, reported structural damage to the engine firewall.

At 1251, the El Paso weather observation facility (located approximately 22 nautical miles east of the accident site) reported the wind from 220 degrees at 9 knots with gusts to 16 knots. Further, the wind was variable from 180 degrees to 260 degrees.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	07/01/1999
Occupational Pilot:		Last Flight Review or Equivalent:	05/16/1996
Flight Time:	469 hours (Total, all aircraft), 460 hours (Total, this make and model), 394 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7504W
Model/Series:	PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-2905
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/26/2001, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-A3A1
Registered Owner:	PIR, Inc.	Rated Power:	180 hp
Operator:	PIR, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ELP, 3958 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1251 MDT	Direction from Accident Site:	268°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	26° C / -3° C
Precipitation and Obscuration:			
Departure Point:	San Angelo, TX (SJT)	Type of Flight Plan Filed:	None
Destination:	Deming, NM (DMN)	Type of Clearance:	VFR; VFR Flight Following
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Santa Teresa (5T6)	Runway Surface Type:	Asphalt
Airport Elevation:	4112 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	8500 ft / 100 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:	31.881111, -106.704722

Administrative Information

Investigator In Charge (IIC):	Joyce Roach	Report Date:	04/08/2003
Additional Participating Persons:	James L Malarsie; FAA FSDO; 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.ntsbt.gov/pubdms/ .		

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