



National Transportation Safety Board Aviation Accident Final Report

Location:	LAS CRUCES, NM	Accident Number:	FTW82DA053
Date & Time:	02/01/1982, 1615 MST	Registration:	N2575X
Aircraft:	CESSNA P206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING ARRIVAL, THE PILOT RECEIVED AN ADVISORY FROM UNICOM TO LAND ON RUNWAY 04. HE REPORTED THAT DURING THE LANDING, HE ENCOUNTERED A VARIABLE, QUARTERING TAILWIND THAT WAS GUSTING TO 30 KNOTS. THE NOSE GEAR ASSEMBLY AND ATTACHING FUSELAGE STRUCTURE WERE SUBSTANTIALLY DAMAGED DURING THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - GUSTS
6. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/25/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	246 hours (Total, all aircraft), 48 hours (Total, this make and model), 193 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2575X
Model/Series:	P206 P206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	P206-0075
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1300 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520A
Registered Owner:	WALTER C. WHITE	Rated Power:	285 hp
Operator:	WALTER C. WHITE	Operating Certificate(s) Held:	

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	60 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	40° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ELPASO, TX (ELP)	Type of Flight Plan Filed:	None
Destination:	LAS CRUCES, NM	Type of Clearance:	None
Departure Time:	1515	Type of Airspace:	

Airport Information

Airport:	CRAWFORD (LCR)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	4	IFR Approach:	
Runway Length/Width:	6071 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	02/01/1983
Additional Participating Persons:		
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/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).