



National Transportation Safety Board Aviation Accident Final Report

Location:	LOS LUMAS, NM	Accident Number:	FTW82DA309
Date & Time:	08/01/1982, 1600 MDT	Registration:	N36709
Aircraft:	STINSON 10A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE LANDING, THE PLANE TOUCHED DOWN IN A CROSSWIND FROM THE RIGHT AT 15 KNOTS. THE PILOT REPORTED THAT THE PLANE WEATHERCOCKED TO THE RIGHT AND WENT INTO A DITCH. REPORTEDLY, THE PILOT WAS UNABLE TO CONTROL THE HEADING OF THE AIRCRAFT IN THE CROSSWIND.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - CROSSWIND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	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:	10/28/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	170 hours (Total, all aircraft), 3 hours (Total, this make and model), 93 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N36709
Model/Series:	10A 10A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	8109
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed	Engine Model/Series:	90
Registered Owner:	LAWRENCE RYDBERG	Rated Power:	90 hp
Operator:	LAWRENCE RYDBERG	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	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	85° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (ABQ)	Type of Flight Plan Filed:	None
Destination:	FLYING L. RANCH, TX (T33)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	MID VALLEY (E98)	Runway Surface Type:	Macadam
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	4400 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:	08/01/1983
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](#).