



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LOS LUMAS, NM	<b>Accident Number:</b>	FTW82DA309
<b>Date &amp; Time:</b>	08/01/1982, 1600 MDT	<b>Registration:</b>	N36709
<b>Aircraft:</b>	STINSON 10A	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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

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

### Findings

6. (F) TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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	Engines:	1 Reciprocating
Operator:	LAWRENCE RYDBERG	Engine Manufacturer:	FRANKLIN
Operating Certificate(s) Held:		Engine Model/Series:	90
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:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 270°
Temperature:	85° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (ABQ)	Destination:	FLYING L. RANCH, TX (T33)

## Airport Information

Airport:	MID VALLEY (E98)	Runway Surface Type:	Macadam
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	4400 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):		Adopted Date:	08/01/1983
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.