



National Transportation Safety Board Aviation Accident Factual Report

Location:	Cloudcroft, NM	Accident Number:	DEN04LA017
Date & Time:	11/01/2003, 1157 MST	Registration:	N9864F
Aircraft:	Cessna 172R	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

On November 1, 2003, at approximately 1157 mountain standard time, a Cessna 172R, N9864F, operated by Hesston College, was destroyed following impact with terrain during climb near Cloudcroft, New Mexico. The commercial certificated flight instructor and private pilot receiving instruction were seriously injured, and a private pilot passenger received minor injuries. Visual meteorological conditions prevailed. The mountain flying training flight was being conducted under the provisions of Title 14 CFR Part 91. The flight originated from Las Cruces, New Mexico, at approximately 1100 and was en route to Roswell, New Mexico.

The airplane was one of three airplanes participating in a mountain flying training program. According to the accident report submitted by the college, the flight was proceeding through a valley, en route to Roswell. The terrain "rose up unexpectedly." The valley that the accident airplane was in, rises approximately 3,000 feet in 5 statute miles. According to the college, the airplane was unable to climb fast enough to clear the rising terrain. The airplane turned sharp to the right but was unable to maintain terrain separation. The airplane made a forced landing in a heavily forested area in Lincoln National Forest. During the forced landing, the airplane impacted several trees, separating both wings and the left horizontal stabilizer. The airplane came to rest inverted.

The calculated density altitude at the accident site was approximately 10,380 feet. According to the Cessna Pilot Operating Handbook, the service ceiling of the C172R is 13,500. The maximum gross weight is 2,450 pounds and the actual weight of the accident airplane was calculated to be 2,424 pounds. Based on these conditions, the maximum rate of climb was 200 feet per minute.

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/04/2002
Occupational Pilot:		Last Flight Review or Equivalent:	04/05/2003
Flight Time:	932 hours (Total, all aircraft), 385 hours (Total, this make and model), 853 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/07/2003
Occupational Pilot:		Last Flight Review or Equivalent:	08/26/2003
Flight Time:	75 hours (Total, all aircraft), 74 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9864F
Model/Series:	172R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17280091
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/21/2003, Continuous Airworthiness	Certified Max Gross Wt.:	2457 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3324 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-L2A
Registered Owner:	Hesston College	Rated Power:	160 hp
Operator:	Hesston College	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ALM, 4200 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1150 MST	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	20° C / 5° C
Precipitation and Obscuration:			
Departure Point:	Las Cruces, NM (LRU)	Type of Flight Plan Filed:	VFR
Destination:	Roswell, NM (ROW)	Type of Clearance:	None
Departure Time:	1100 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 1 Minor	Latitude, Longitude:	32.976111, -105.738611

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker
Additional Participating Persons:	JD Huss; FAA FSDO; Albuquerque, NM
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/ .