



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | LAS VEGAS, New Mexico | Accident Number: | DEN84LA109 |
| Date & Time: | March 16, 1984, 09:10 Local | Registration: | N7134U |
| Aircraft: | MOONEY M20E | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

WHILE ENROUTE, THE PLT ELECTED TO LAND AT LAS VEGAS, NM & CHECK ON HIS DESTINATION WX. HE CALLED THE FSS WHEN THE ACFT WAS ABOUT 30 MI SOUTH OF LAS VEGAS & WAS ADVISED THAT THE WIND AT LAS VEGAS WAS FROM 230 DEG AT 20 KTS. HE SAID HE EXPERIENCED SEVERE TURBULENCE WHILE ON FINAL APCH FOR RWY 20. ALSO, HE SAID THAT ON FINAL, THIS AIRSPEED WAS SLIGHTLY FAST AT 90 MPH & THAT A 10 DEG CRAB WAS USED TO MAINTAIN RWY ALIGNMMENT. PRIOR TO TOUCHDOWN, HE USED RIGHT BANK & LEFT RUDDER. THE PLT STATED THAT JUST AS THE RIGHT WHEEL TOUCHED DOWN, A HUGE GUST BLEW THE ACFT TO THE LEFT OF THE RWY. HE ADDED POWER, BUT THE LANDING GEAR CONTACTED SAGEBRUSH. THE PLT THEN RETARDED THE POWER & THE ACFT CAME TO A STOP. THE WIND REPORTEDLY HAD GUSTED TO 30 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - HIGH WIND

2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - INITIATED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------|
| Certificate: | Private | Age: | 34, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Expired | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 183 hours (Total, all aircraft), 124 hours (Total, this make and model), 140 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | MOONEY | Registration: | N7134U |
| Model/Series: | M20E M20E | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 373 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | May 15, 1983 Annual | Certified Max Gross Wt.: | 2740 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3800 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-A1A |
| Registered Owner: | WALDEN, DAVID | Rated Power: | 200 Horsepower |
| Operator: | WALDEN, DAVID | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-----------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | LVS ,6866 ft msl | Distance from Accident Site: | |
| Observation Time: | 09:10 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 2000 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 21 knots / 30 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 230° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 13°C / -4°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | TUSCON , AZ | Type of Flight Plan Filed: | VFR |
| Destination: | BOULDER , CO | Type of Clearance: | None |
| Departure Time: | 07:30 Local | Type of Airspace: | Airport advisory area |

Airport Information

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|-----------------------------|-----------------|----------------------------------|---------------------------|
| Airport: | LAS VEGAS LVS | Runway Surface Type: | Asphalt |
| Airport Elevation: | 6866 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 20 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft / 75 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 35.590579,-105.219451(est) |

Administrative Information

Investigator In Charge (IIC): Wunningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16349>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).