



Aviation Investigation Final Report

Location:	LOS ALAMOS, New Mexico	Accident Number:	DEN87LA079
Date & Time:	April 3, 1987, 11:47 Local	Registration:	N91735
Aircraft:	NORTH AMERICAN NAVION	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PLT WAS GIVING CROSS WIND INSTRUCTION TO A PRE-SOLO STUDENT PLT. DURING A CROSS WIND LANDING ATTEMPT, THE ACFT TOUCHED DOWN HARD, BREAKING OFF THE RIGHT MAIN LANDING GEAR. THE WINDS WERE OBSERVED AT THE TIME OF TOUCHDOWN TO BE 150 DEGREES AT 12 KNOTS, A QUARTERING TAIL WIND FOR RWY 27. AFTER LANDING, THE ACFT SKIDDED TO THE RIGHT SIDE OF THE LANDING AREA UNTIL COMING TO REST IN THE ARPT BOUNDARY FENCE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
3. (C) COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - DUAL STUDENT

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) FLARE - MISJUDGED - DUAL STUDENT

5. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 12, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4370 hours (Total, all aircraft), 9 hours (Total, this make and model), 4370 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N91735
Model/Series:	NAVION NAVION	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV 4 491
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 23, 1986 Annual	Certified Max Gross Wt.:	3233 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3173 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	E 225 4
Registered Owner:	RICHARD B OLWIN	Rated Power:	225 Horsepower
Operator:	RICHARD B. OLWIN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAM ,7173 ft msl	Distance from Accident Site:	
Observation Time:	11:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANTA FE , NM (SAF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:24 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOS ALAMOS LAM	Runway Surface Type:	Asphalt
Airport Elevation:	7173 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5543 ft / 130 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.889377,-106.279594(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	WALTER TIDMORE; ALBUQUERQUE , NM
Original Publish Date:	May 2, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17186

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](#).