



Aviation Investigation Final Report

Location:	SAN YSIDRO, New Mexico	Accident Number:	DEN87LA244
Date & Time:	September 26, 1987, 10:30 Local	Registration:	N76907
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT AND PAX WERE ON A LCL SIGHTSEEING FLT. THE PLT STATED THAT HE HAD BEEN FLYING LOW AND SLOW AT A NOSE HIGH ATTITUDE. THE ENGINE BEGAN TO OVERHEAT AND DID NOT COOL OFF AND THE PILOT EXECUTED A PRECAUTIONARY LANDING ON A DIRT ROAD. THE ACFT BALLOONED AND TOUCHED DOWN OVER A RISE IN THE ROAD. ACFT CRESTED A SECOND HILL AND COLLIDED WITH A CATTLE GUARD AND GATE. POST CRASH EXAM REVEALED OIL DIPSTICK WAS NOT PROPERLY SECURED AND OIL ESCAPED FROM OIL FILLER TUBE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. FLUID,OIL - LOSS,PARTIAL
4. (C) ENGINE ASSEMBLY - OVERTEMPERATURE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	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:	May 17, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	444 hours (Total, all aircraft), 310 hours (Total, this make and model), 318 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N76907
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11349
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 19, 1986 100 hour	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3520 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	90-12F
Registered Owner:	TIMOTHY LEONARD	Rated Power:	90 Horsepower
Operator:	TIMOTHY M. LEONARD	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:	ABQ ,5352 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	10:48 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LOS LUNAS , NM (E98)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

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:	35.549678,-106.77053(est)

Administrative Information

Investigator In Charge (IIC):	Feith, Gregory
Additional Participating Persons:	R HERNANDEZ; ALBUQUERQUE, NM
Original Publish Date:	October 6, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17315

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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](#).