



Aviation Investigation Final Report

Location:	LAS CRUCES, New Mexico	Accident Number:	FTW82DA053
Date & Time:	February 1, 1982, 16:15 Local	Registration:	N2575X
Aircraft:	CESSNA P206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING ARRIVAL, THE PILOT RECEIVED AN ADVISORY FROM UNICOM TO LAND ON RUNWAY 04. HE REPORTED THAT DURING THE LANDING, HE ENCOUNTERED A VARIABLE, QUARTERING TAILWIND THAT WAS GUSTING TO 30 KNOTS. THE NOSE GEAR ASSEMBLY AND ATTACHING FUSELAGE STRUCTURE WERE SUBSTANTIALLY DAMAGED DURING THE LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - TAILWIND
4. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - GUSTS
6. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 25, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	246 hours (Total, all aircraft), 48 hours (Total, this make and model), 193 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2575X
Model/Series:	P206 P206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	P206-0075
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520A
Registered Owner:	WALTER C. WHITE	Rated Power:	285 Horsepower
Operator:	WALTER C. WHITE	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	40°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ELPASO , TX (ELP)	Type of Flight Plan Filed:	None
Destination:	LAS CRUCES , NM	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	CRAWFORD LCR	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	4	IFR Approach:	
Runway Length/Width:	6071 ft / 0 ft	VFR Approach/Landing:	

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
Total Injuries:	3 None	Latitude, Longitude:	32.290946,-106.749641(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: February 1, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71373>

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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](#).