



Aviation Investigation Final Report

Location:	Santa Teresa, New Mexico	Accident Number:	WPR23LA206
Date & Time:	May 29, 2023, 12:00 Local	Registration:	N1126D
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported winds at the airport were 6 gusting to 13 knots, 30 degrees from runway heading during the approach to landing. Upon touchdown, the airplane began to bounce, and she felt a strong crosswind pushing her to the right. She elected to initiate a go-around, however, the right wing lifted, and the left wing impacted the ground. The left main landing gear collapsed, and the airplane ground looped. The left wing and aileron sustained substantial damage. The pilot reported there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot stated the airport experiences dust devils frequently and often they are not visible. A review of the Federal Aviation Administration (FAA) Weather Handbook (FAA-H-8083-28) and the FAA Aeronautical Information Manual found no detailed information listed about dust devils or the potential hazards of flying through dust devils.

Probable Cause and Findings

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

The pilot's loss of control after encountering a dust devil during landing.

Findings

Aircraft	Directional control - Attain/maintain not possible
Environmental issues	Gusts - Response/compensation
Environmental issues	Dust devil/whirlwind - Ability to respond/compensate
Environmental issues	Dust devil/whirlwind - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Other weather encounter

Pilot Information

Certificate:	Airline transport	Age:	47,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 7, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 20, 2023
Flight Time:	(Estimated) 5291 hours (Total, all aircraft), 175 hours (Total, this make and model), 2543 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 56 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1126D
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15675
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 8, 2022 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4125 Hrs	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	C90-14F
Registered Owner:	On file	Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDNA, 4113 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	154°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 13 knots	Turbulence Type Forecast/Actual:	None /
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	31°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Paso, TX (ELP)	Type of Flight Plan Filed:	VFR
Destination:	Santa Teresa, NM (DNA)	Type of Clearance:	None
Departure Time:	11:24 Local	Type of Airspace:	Class G

Airport Information

Airport:	Dona Ana County International Jetport Airport DNA	Runway Surface Type:	Asphalt
Airport Elevation:	4113 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	9550 ft / 100 ft	VFR Approach/Landing:	Full stop;Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.880444,-106.70325

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Dennis Beattie; FAA; Albuquerque, NM
Original Publish Date:	November 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192279

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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](#).