

Dec 8th, 2013 Los Alamos accident

Stephen and I flew into Los Alamos on Sunday the 8th at around 7:35am. We were repositioning the airplane to Los Alamos to pick up the passengers for Flight 9, since we did not fly the night before due to NoPax load. Upon arrival the weather had begun to clear up and it had recently stop snowing. The sun was coming through the clouds and when we went on the GPS RWY 27 approach, we were able to see the airport from as far as ~3 miles when we broke out of the clouds. The RWY was covered with snow which was approximately $\frac{1}{2}$ "-1" in depth. When we got to the terminal, we began our normal routine to pick up the pax and board them for our flight. Both myself and Stephen notice two gentlemen begin their preflight process of preparing the airplane for flight. Since I was focused on what we had to do I did not pay much attention to what they were actually doing. When we boarded the pax, we began to deice the airplane one of the gentlemen approached us and told ~~us~~ us that he was gonna depart after us, because he wanted ~~to~~ the prop wash of our airplane to clear some of the snow ~~away~~ off of the runway. We saw no issue and said to him that there was ~~no~~ problem.

We then finished de-icing, got in the airplane and fired up the engine. After we went through our checks, we ~~we~~ both agreed that it would be best to back taxi since there was snow on the runway and there was an approximately 10kt tailwind coming off of the west. Right as we get to the end, (at this point the two gentlemen were on the airplane that they were flying, which was a small light tail dragger.) came on the radio and asked us about the east takeoff and west ldg rule whether it was mandatory. I answered him by telling him that I believed it was, and that we are allowed to t/o to the west but we ask permission from the airport manager, which unfortunately was not there since it was Sunday. And also when we do t/o to the west we have to make the turn before the terminal bldg, he just replied by say, "Oh ok, that makes sense, thank you". We then made our t/o call and took off normally. When we got over White Rock ~~we~~ we heard on the radio, "~~At~~ Los Alamos, Airplane N- ----, Taxing on Runway 7". Then when we got about 1 mile south of White Rock, the gentlemen came on the radio and asked us how the wx was looking, we replied that it was nice VFR to the west and we were in the clear that the there was only one cloud that was moving towards Albuquerque and it looked like it was carrying some snow. He said "Ok, thanks", and that was his last transmission we heard.

Written on Dec 12th, 2013 by. John Ortiz 