



Aviation Investigation Final Report

Location:	CIMARRON, New Mexico	Accident Number:	DEN89LA173
Date & Time:	July 19, 1989, 07:30 Local	Registration:	N26208
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT AND WITNESSES, THE WINDS WERE LIGHT AND VARIABLE AND CHANGED DIRECTION DURING TAKEOFF. DENSITY ALTITUDE AT THE TIME OF TAKEOFF WAS APRX 8,000 FT. DURING THE TAKEOFF THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT. THE ACFT DRIFTED TO THE LEFT AND SETTLED INTO A ROCKY AREA OFF THE SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO PROPERLY PLAN HIS FLIGHT. HE FAILED TO TAKE INTO ACCOUNT THE CHANGABLE WINDS AND THE HIGH DENSITY ALTITUDE THAT EXISTED AT THE AIRSTRIP WHEN HE ATTEMPTED TO TAKEOFF. A PROPER CLIMB RATE WAS NOT POSSIBLE AND THE AIRCRAFT STALLED/MUSHED INTO THE GROUND.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

5. (C) ABORT - NOT PERFORMED - PILOT IN COMMAND
6. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 23, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	953 hours (Total, all aircraft), 246 hours (Total, this make and model), 726 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N26208
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	E-2312
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:		Rated Power:	300 Horsepower
Operator:	LUBBEN, JOHN F. III	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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CIMARRON , NM (E85)	Type of Flight Plan Filed:	VFR/IFR
Destination:	SANTA FE , NM (SAE)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	PRIVATE AIRSTRIP	Runway Surface Type:	Dirt
Airport Elevation:	6500 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.499526,-104.909172(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	WALTER TIDMORE; ALBUQUERQUE , NM
Original Publish Date:	July 11, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17750

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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](#).