



Aviation Investigation Final Report

Location:	ARTESIA, New Mexico	Accident Number:	DEN00LA152
Date & Time:	August 15, 2000, 10:00 Local	Registration:	N494R
Aircraft:	ROSENBARGER LANCAIR IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

During initial climb following takeoff, the aircraft swerved right. Neither pilot was successful in correcting the swerve and the aircraft impacted the ground 150 feet right of the runway. Wind at the time was 10 degrees right of the runway at seven knots. An examination of the aircraft by an FAA airworthiness inspector following the accident revealed no evidence of preimpact failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure by the pilot in command to maintain control of the aircraft during initial climb following takeoff.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

On August 15, 2000, at 1000 mountain daylight time, a homebuilt Rosenbarger Lancair IV, N494R, sustained substantial damage when it collided with terrain, at Artesia, New Mexico. The private pilot in command and the airline transport/flight instructor certificated safety pilot, occupying the other pilot seat, were not injured. Visual meteorological conditions prevailed and no flight plan was filed. The flight was operating under Title 14 CFR Part 91.

The flight had originated from Roswell, New Mexico, and a takeoff was being conducted from runway 12 at Artesia, with the recorded wind being from 130 degrees magnetic heading at 7 knots. According to the pilot, he kept the airplane on runway centerline during the takeoff roll and upon liftoff the aircraft entered a steep right bank about 20 feet above the ground. Neither he nor the other pilot were successful in correcting the turn and the aircraft impacted the ground about 150 feet right of the runway. The landing gear collapsed and the wings broke at the wing root. The aircraft came to rest in an upright position.

An airworthiness inspector from the Federal Aviation Administration office in Albuquerque, New Mexico examined the aircraft. The examination provided no evidence of system and/or structural failure or malfunction prior to impact.

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 9, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	349 hours (Total, all aircraft), 20 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROSENBARGER	Registration:	N494R
Model/Series:	LANCAIR IV LANCAIR IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	LIV172
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 19, 2000 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	60 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO550B2
Registered Owner:	JAMES P. JOHNS	Rated Power:	350 Horsepower
Operator:		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:	ATS ,3548 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARTESIA , NM (ATS)	Type of Flight Plan Filed:	None
Destination:	ROSWELL , NM (ROW)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	ARTESIA MUNICIPAL ATS	Runway Surface Type:	Asphalt
Airport Elevation:	3548 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	
Runway Length/Width:	5399 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.839942,-104.429977(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	TERRY MARTIN; ALBUQUERQUE , NM
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50016

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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](#).