



Aviation Investigation Final Report

Location:	Deming, New Mexico	Accident Number:	DEN02LA059
Date & Time:	June 24, 2002, 14:10 Local	Registration:	N9471H
Aircraft:	Howard Aircraft DGA-15P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that during landing roll on runway 26 he encountered a dust devil. He said that the airplane abruptly entered an uncommanded right turn and exited the runway. The airplane impacted a large mesquite bush separating the right landing gear and breaking the right wing spars near the wing's tip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of aircraft directional control during the landing roll as a result of encountering a dust devil.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

- 1. (C) WEATHER CONDITION - DUST DEVIL/WHIRLWIND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - OTHER

Factual Information

On June 24, 2002, at approximately 1410 mountain daylight time, a Howard Aircraft DGA-15P, N9471H, was substantially damaged when it departed the runway and impacted a bush during landing roll at Deming Municipal Airport, Deming, New Mexico. The commercial pilot, the sole occupant of the aircraft, received no injuries. The pilot/owner was operating the aircraft under 14 CFR Part 91. Visual meteorological conditions prevailed for the personal cross-country flight which originated 2:18 hours before the accident. The pilot had not filed a flight plan

The pilot said that during landing roll on runway 26, he encountered a dust devil. The airplane abruptly entered an uncommanded right turn and exited the runway. The airplane impacted a large mesquite bush, separating the right landing gear and breaking the right wing spars near the wing's tip.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 27, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 30, 2001
Flight Time:	5412 hours (Total, all aircraft), 64 hours (Total, this make and model), 5403 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft	Registration:	N9471H
Model/Series:	DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	813
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	June 15, 2002 Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1931 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	Jules I. Gilpatrick	Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DMN,4314 ft msl	Distance from Accident Site:	
Observation Time:	14:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	38°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ft. Stockton, TX (FST)	Type of Flight Plan Filed:	None
Destination:	Deming, NM (DMN)	Type of Clearance:	None
Departure Time:	11:52 Local	Type of Airspace:	Class E

Airport Information

Airport:	Deming Municipal Arpt DMN	Runway Surface Type:	Asphalt
Airport Elevation:	4314 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	Unknown
Runway Length/Width:	6626 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.251945,-107.717224

Administrative Information

Investigator In Charge (IIC):	STRUHSAKER
Additional Participating Persons:	Mike Hartz; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	April 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55053

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