



# Aviation Investigation Final Report

<b>Location:</b>	Lordsberg, New Mexico	<b>Accident Number:</b>	DEN04LA146
<b>Date &amp; Time:</b>	September 21, 2004, 13:00 Local	<b>Registration:</b>	N11BE
<b>Aircraft:</b>	Smith Aerostar 601P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

According to the pilot, during the take off roll from runway 12, the airplane "veered 30 degrees to the right, departed the runway, and came to rest a couple of hundred yards away in sagebrush," causing substantial damage. The pilot stated that prior to the take-off roll, he observed the wind sock "hanging down indicating a no-wind situation." The winds 33 miles northeast of the airport were reported as 250 degrees at 11 knots with gusts to 17 knots. According to a witness, the airplane got caught in a whirlwind. An examination of the airplane's systems revealed no anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: aircraft control not maintained by the pilot. Contributing to the accident was the dirt devil/whirlwind.

### Findings

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

#### Findings

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

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

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

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On September 21, 2004, at approximately 1300 mountain daylight time, a Smith Aerostar 601P, N11BE, operated by Campground Brokers Inc., was substantially damaged when it impacted terrain during takeoff roll at Lordsburg Municipal Airport, Lordsburg (LSB), New Mexico. Visual meteorological conditions prevailed at the time of the accident. The business flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The private pilot reported no injuries. The cross-country flight was originating at the time of the accident and was en route to Phoenix, Arizona.

According to the accident report submitted by the pilot, during take off roll from runway 12, the airplane "veered 30 degrees to the right, departed the runway, and came to rest a couple of hundred yards away in sagebrush." Both landing gear folded, both propellers were damaged and the right wing spar was bent. The pilot stated that prior to the take-off roll, he observed the wind sock "hanging down indicating a no-wind situation." The winds at Grant County Airport, 33 miles northeast of LSB were reported as 250 degrees at 11 knots with gusts to 17 knots. According to a witness, the airplane got caught in a whirlwind. An examination of the airplane's systems revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 2, 2003
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 2, 2004
<b>Flight Time:</b>	4062 hours (Total, all aircraft), 1058 hours (Total, this make and model), 4010 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Smith	<b>Registration:</b>	N11BE
<b>Model/Series:</b>	Aerostar 601P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61P-0203-017
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	SVC,4278 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lordsberg, NM (LSB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PHOENIX, AZ (PHX )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LORDSBURG MUNI LSB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4278 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5011 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.332778,-108.683891

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	Kenneth D Hand; FAA Flight Standards District Office; Albuquerque, NM
<b>Original Publish Date:</b>	January 24, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=60173">https://data.ntsb.gov/Docket?ProjectID=60173</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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