



Aviation Investigation Final Report

Location:	Glendale, Arizona	Accident Number:	LAX08CA294
Date & Time:	August 2, 2008, 11:30 Local	Registration:	N21721
Aircraft:	Air Creation Clipper 912	Aircraft Damage:	Substantial
Defining Event:	Dragged wing/rotor/float/other	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane had just touched down when a dust devil approached from the west and lifted the airplane onto its side. The pilot reported that the sky was clear with some restriction to visibility due to blowing dust. Winds were variable at 20 knots, gusting to 35 knots. There were no mechanical failures or malfunctions reported by the pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The airplane's encounter with a dust devil.

Findings

Environmental issues	Dust devil/whirlwind - Effect on equipment
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Factual Information

History of Flight

Landing-flare/touchdown	Other weather encounter
Landing-flare/touchdown	Dragged wing/rotor/float/other (Defining event)

Pilot Information

Certificate:	Sport Pilot	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 29, 2007
Flight Time:	225 hours (Total, all aircraft), 225 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Air Creation	Registration:	N21721
Model/Series:	Clipper 912	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T04058
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 25, 2008 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	225 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912
Registered Owner:	On file	Rated Power:	60 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GEU,1071 ft msl	Distance from Accident Site:	
Observation Time:	11:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	37°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Glendale, AZ (GEU)	Type of Flight Plan Filed:	Unknown
Destination:	Glendale, AZ (GEU)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Glendale Municipal Airport GEU	Runway Surface Type:	Asphalt
Airport Elevation:	1071 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	7150 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.522777,-112.290275(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Dale Sykes; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	January 22, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=68917

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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](#).