



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKPOT, NV	Accident Number:	LAX00LA248
Date & Time:	07/01/2000, 1315 PDT	Registration:	N600SE
Aircraft:	KASHAN MICHAEL BERKUT 540	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On short final, the airplane rolled over and crashed on the side of the runway. The pilot of the airplane that landed ahead of the accident airplane observed numerous dust devils and gusty winds in the airport vicinity and broadcast an advisory about the conditions. Thunderstorms were in the area, and the winds were 10 to 15 knots and swirling.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's loss of control on landing after encountering a dust devil/whirlwind.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - DUST DEVIL/WHIRLWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On July 1, 2000, about 1315 hours Pacific daylight time, an experimental Kashan Berkut 540, N600SE, sustained substantial damage when it rolled over and touched down inverted during landing at Hayden Field, Jackpot, Nevada. The private pilot operated the borrowed airplane under the provisions of 14 CFR Part 91. The pilot and one passenger sustained serious injuries. The local personal flight, which was participating in an experimental airplane fly-in, departed Jackpot at an unknown time. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot told a Sheriff's deputy the wind flipped him over when he was on short final. The pilot of the airplane ahead of the accident airplane told the deputy he observed numerous dust devils and gusty winds in the airport vicinity and broadcast an advisory about the conditions. The deputy said thunderstorms were in the area, and the winds were 10 to 15 knots and swirling.

A Pilot/Operator Aircraft Accident Report, Form 6120.1/2, was sent via certified mail and not returned.

Pilot Information

Certificate:	Private	Age:	27, 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:	Class 3 Expired	Last FAA Medical Exam:	05/31/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	KASHAN MICHAEL	Registration:	N600SE
Model/Series:	BERKUT 540 BERKUT 540	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	0 lbs
Time Since Last Inspection:		Engines:	1 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	KAYSAN MICHAEL	Rated Power:	
Operator:	KAYSAN MICHAEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TWF, 4151 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	1253 PDT	Direction from Accident Site:	357°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	82° C / 48° C
Precipitation and Obscuration:			
Departure Point:	(06U)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	JACKPOT/HAYDEN FLD (06U)	Runway Surface Type:	Asphalt
Airport Elevation:	5213 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	6200 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HOWARD D PLAGENS	Report Date:	11/01/2001
Additional Participating Persons:	JERRY ROBERTS; RENO, NV		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).