



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | JACKPOT, NV | Accident Number: | LAX00LA248 |
| Date & Time: | 07/01/2000, 1315 PDT | Registration: | N600SE |
| Aircraft: | KASHAN MICHAEL BERKUT 540 | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Private | Age: | 27 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 850 hours (Total, all aircraft), 150 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------|
| Aircraft Make: | KASHAN MICHAEL | Registration: | N600SE |
| Model/Series: | BERKUT 540 BERKUT 540 | Engines: | 1 Unknown |
| Operator: | KAYSAN MICHAEL | Engine Manufacturer: | |
| Operating Certificate(s) Held: | None | Engine Model/Series: | |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | TWF, 4151 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 8 knots / , 300° |
| Temperature: | 82° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (06U) | Destination: | |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|---------|
| Airport: | JACKPOT/HAYDEN FLD (06U) | Runway Surface Type: | Asphalt |
| Runway Used: | 33 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 6200 ft / 60 ft | | |

Wreckage and Impact Information

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|----------------------------|-----------|----------------------------|-------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Serious | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Latitude, Longitude:

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | HOWARD D PLAGENS | Adopted Date: | 11/01/2001 |
| 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 pubinq@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.