



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Belen, NM	Accident Number:	CEN12FA174
Date & Time:	03/01/2012, 0535 MDT	Registration:	N273TE
Aircraft:	HEMP TIMOTHY LEGACY 2000	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The experimental airplane collided with power lines shortly after takeoff and before sunrise. No distress calls from the pilot were reported, and no one witnessed the accident. The airplane was severely fragmented, and the debris path extended over 900 feet beyond the initial contact with the power lines consistent with a high-velocity impact. Examination of the engine and airframe did not reveal any preexisting mechanical anomalies that would have precluded normal operation.

Two occupants were on board the airplane, the pilot and the pilot-rated owner of the airplane. Witnesses reported that the pilot and pilot-rated passenger flew together because the pilot-rated passenger did not have a valid medical certificate. The pilot's most recent medical certificate had the following restrictions: "must wear corrective lenses" and "limited to daytime flight only" due to color vision limitations. The investigation revealed that the power lines were barely visible on the horizon in the desertlike terrain during daylight hours. Although it could not be determined whether the pilot or the pilot-rated passenger was at the controls at the time of the accident, it is likely that the flight's conduct before sunrise and the pilot's restriction for daytime flight only due to color vision limitations made the identification of the power lines more difficult.

Flight Events

Maneuvering-low-alt flying - Miscellaneous/other

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from power lines while maneuvering after takeoff. Contributing to the accident was the pilot's decision to operate the airplane during the hours of darkness when he had a restriction for daytime flight only due to color vision limitations.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained - C

Personnel issues-Physical-Sensory ability/limitation-Color-vision-Pilot - F

Personnel issues-Task performance-Use of equip/info-(general)-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	63
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	(Estimated) 1013 hours (Total, all aircraft), 46 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Pilot-Rated Passenger Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 750 hours (Total, all aircraft), 60 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	HEMP TIMOTHY	Registration:	N273TE
Model/Series:	LEGACY 2000	Engines:	1 Reciprocating
Operator:	WESTBROOK GEORGE J	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550-N
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Witness
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Night	Wind Speed/Gusts, Direction:	10 knots, 180°
Temperature:	30°C / 4°C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	Belen, NM (E80)	Destination:	Mesa, AZ (FFZ)

Airport Information

Airport:	Alexander Municipal Airport (E80)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Alexander Lemishko

Adopted Date: 09/24/2014

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83001>

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.