



Aviation Investigation Final Report

Location:	BUTTE, Montana	Accident Number:	SEA99LA061
Date & Time:	May 8, 1999, 15:30 Local	Registration:	N124GH
Aircraft:	Eugene Hughes IV	LANCAIR	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was practicing a short field approach with a high rate of descent. The pilot stated that he did not maintain sufficient airspeed to arrest the descent and the aircraft landed hard. The left main landing gear collapsed, and as the aircraft departed the side of the runway, the left wing collided with runway markers.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - AIRPORT SIGN/MARKER

Factual Information

On May 8, 1999, about 1530 mountain daylight time, a Lancair IV, N124GH, registered to and operated by the pilot as a 14 CFR Part 91 pleasure flight, landed hard at the Bert Mooney Airport, Butte, Montana, and veered off the runway. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was substantially damaged and the commercial pilot, the sole occupant, was not injured. The flight originated from Butte, about 15 minutes prior to the accident.

In a written statement, the pilot reported that he was practicing a short field approach with a high rate of descent. The pilot stated that he did not maintain sufficient airspeed to arrest the descent and the aircraft landed hard. The left main landing gear collapsed, and as the aircraft departed the side of the runway, the left wing collided with runway markers.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 22, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2620 hours (Total, all aircraft), 99 hours (Total, this make and model), 2449 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eugene Hughes	Registration:	N124GH
Model/Series:	LANCAIR IV LANCAIR IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	LIV-080
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 28, 1998 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	99 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-550-B
Registered Owner:	EUGENE F. HUGHES	Rated Power:	350 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(BTM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	BERT MOONEY BTM	Runway Surface Type:	Asphalt
Airport Elevation:	5545 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	5101 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.999042,-112.439895(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	JAMES KIRBY; HELENA , MT
Original Publish Date:	March 31, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46308

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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](#).