



# Aviation Investigation Final Report

<b>Location:</b>	ODESSA, Missouri	<b>Accident Number:</b>	CHI99LA181
<b>Date &amp; Time:</b>	June 10, 1999, 10:00 Local	<b>Registration:</b>	N83HR
<b>Aircraft:</b>	Robbins VERIEZE	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during landing approach he 'flared and over control [-ed the] elevator in light rain.' He reported the airplane dropped an estimated 10 feet and slid on the runway. He reported the landing gear collapsed when they hit the runway. He reported he forgot to turn off the ELT after getting out of the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of altitude during landing.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING

### Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

## Factual Information

On June 10, 1999, at 1000 central daylight time, an experimental Robbins Verieze, N83HR, was substantially damaged during landing. The commercial pilot reported the landing gear collapsed during landing. The pilot received minor injuries. The 14 CFR Part 91 flight had departed Lamar, Missouri, and landed at a private airstrip (MU20) near Odessa, Missouri. Visual meteorological conditions prevailed and no flight plan was filed.

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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 22, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1250 hours (Total, all aircraft), 954 hours (Total, this make and model), 1250 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Robbins	<b>Registration:</b>	N83HR
<b>Model/Series:</b>	VERIEZE VERIEZE	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	320
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	May 21, 1999 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	954 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	HARRY W. ROBBINS	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	N/A - Showers - Rain		
<b>Departure Point:</b>	LAMAR , MO (LLU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ROBBINS MU20	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	910 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2400 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	38.98936,-93.950584(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, Jim
<b>Additional Participating Persons:</b>	LARRY WAHL; KANSAS CITY , MO
<b>Original Publish Date:</b>	January 18, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=46516">https://data.nts.gov/Docket?ProjectID=46516</a>

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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](#).