



Aviation Investigation Final Report

Location:	Redmond, Oregon	Accident Number:	SEA04LA040
Date & Time:	February 10, 2004, 09:50 Local	Registration:	N6503C
Aircraft:	Lancair LC42-550FG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The commercial pilot at the controls and flight instructor in the right seat reported that during the approach for landing, about four feet above ground level over the runway, the stall warning horn sounded and the commercial pilot "chopped the power." The aircraft rapidly descended to the runway and touched down slightly left of centerline and in a nose high attitude. After touch down, the commercial pilot added full power, however the aircraft veered to the left. At this time the flight instructor took control of the aircraft in an attempt to regain runway heading. The flight instructor not realizing at first that the commercial pilot had applied full power, called for him to reduce power. Power was reduced, however, the aircraft exited the runway surface traveling over gravel and snow. During the landing roll, the right wing collided with a taxi sign, the outboard section of the right wing flap separated at the two outboard flap hinges, and the right main landing gear tire separated from the gear leg. Both pilots reported no mechanical failures or malfunctions with the aircraft at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot rated passenger's failure to maintain directional control during the landing roll. Inadequate supervision by the pilot-in-command (CFI) and a taxiway sign were factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT PASSENGER
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - AIRPORT SIGN/MARKER

Factual Information

On February 10, 2004, at 0950 Pacific standard time, a Lancair LC42-550FG, N6503C, registered to Columbia Aero LLC, operated by Lancair as a 14 CFR Part 91 business flight, veered off the runway during the landing roll at Roberts Field, Redmond, Oregon, and collided with a taxi sign. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the commercial pilot, flight instructor and two passengers were not injured. The flight departed from Bend, Oregon, about 10 minutes prior to the accident.

During a telephone interview and subsequent written statement from both the commercial pilot and flight instructor, it was reported that the commercial pilot was in the left seat and at the flight controls for the landing to runway 10. The commercial pilot stated that the approach was normal. When the aircraft was over the runway, about four feet above ground level, the stall warning horn sounded and he "chopped the power," and the aircraft rapidly descended to the runway. The aircraft touched down slightly left of runway centerline and in a nose high attitude. After the aircraft touched down the commercial pilot applied full power. The aircraft veered to the left, and at this time the flight instructor stated that he got on the rudder pedals and flight control in an attempt to regain runway heading. The flight instructor not realizing at first that the commercial pilot had applied full power, called for the commercial pilot to reduce power. Power was reduced, however, the aircraft exited the runway surface traveling over gravel and snow. During the landing roll, the right wing collided with a taxi sign, the outboard section of the right wing flap separated at the two outboard flap hinges, and the right main landing gear tire separated from the gear leg.

Both pilots reported no mechanical failures or malfunctions with the aircraft at the time of the accident.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 24, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 28, 2002
Flight Time:	21000 hours (Total, all aircraft), 400 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Other flight crew Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Lancair	Registration:	N6503C
Model/Series:	LC42-550FG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	42015
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 21, 2004 Annual	Certified Max Gross Wt.:	3240 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	60 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-N25
Registered Owner:	Columbia Aero LLC	Rated Power:	310 Horsepower
Operator:	Lancair Company	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RDM,3077 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	3°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bend, OR (S07)	Type of Flight Plan Filed:	None
Destination:	Redmond, OR (RDM)	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Roberts Field RDM	Runway Surface Type:	Asphalt
Airport Elevation:	3077 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	7006 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	44.256668,-121.150001

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	Charles D Andrews; FAA-FSDO; Hillsboro, OR
Original Publish Date:	April 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58725

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).