



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chelan, WA	Accident Number:	GAA18CA384
Date & Time:	06/27/2018, 1045 PDT	Registration:	N1266C
Aircraft:	COLUMBIA AIRCRAFT MFG LC41	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he made a steep approach and touched down two-thirds down the length of the runway beyond the approach end and faster than expected. Subsequently, he applied full brakes, but the airplane overran the end of runway. The airplane crossed a road and briefly became airborne. The airplane touched down hard and came to rest upright in a field with heavy vegetation.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Flight Events

Landing-landing roll - Loss of control on ground
Landing-landing roll - Attempted remediation/recovery
Landing-landing roll - Landing area overshoot
After landing - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper approach, which resulted in the airplane landing long and a subsequent runway overrun.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Physical environment-Object/animal/substance-(general)-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 814 hours (Total, all aircraft), 142 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	COLUMBIA AIRCRAFT MFG	Registration:	N1266C
Model/Series:	LC41 550FG	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-550 C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KEAT, 1229 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 320°
Temperature:	18° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Everett, WA (PAE)	Destination:	Chelan, WA (S10)

Airport Information

Airport:	Lake Chelan (S10)	Runway Surface Type:	Asphalt
Runway Used:	02	Runway Surface Condition:	Dry
Runway Length/Width:	3503 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	47.866111, -119.942778 (est)		

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Adopted Date:	06/05/2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97626		

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.