

NORTH AMERICA'S HIGHEST

Lake County-Leadville



AIRPORT

9,934 MSL

SPEED
LIMIT
55

Lake County / Leadville Airport

Eclipse Aircraft accident – Landing on RW 16 Overshooting

On December 12, 2020 ~ 1800L an EA 500 Eclipse Jet Aircraft N686TM called Leadville traffic via the UNICOM announcing his intentions to land on runway 16. This arrival was pre-coordinated with airport operations earlier in the day and slated for a 2000L arrival. The airport operations employee (German) recognized the radio request from 6TM and cautioned the pilot that the runway still had patches of snow and ice so use caution. The pilot acknowledge the current airport surface conditions to German in his initial contact /response via UNICOM while beginning his 10 mile final approach.

While attempting to land at Leadville Airport on RW 16 the aircraft had a very long float or stayed in “ground effect” before touching down past the mid point of the runway. (the video shows mid point or beyond). The aircraft came in fast according to radar (flight aware) and in is captured in a video taken by two bystanders. The air ops employee (German) saw the aircraft on final approach and noticed the jet was unusually high and fast and left (West) of runway center line. Leaving German with the impression that the aircraft was going to do a fly bye before landing. German then left the flight line and went into the hangar to retrieve equipment for receiving the aircraft. Note: this newly based aircraft had departed from LXV earlier in the day and the pilot requested the runway be plowed prior to his departure which was completed in advance of his 9 am takeoff. No additional precip occurred and temperatures remained near or below freezing.

Upon touching down or shortly there after the aircraft began to skid down the runway leaving tire skid marks. The aircraft overshot the runway, breaking several Runway End Identifier Lights and leaving an equally distinctive trail in the snow through the safety area and to the edge of the embankment. At this point the ground left the aircraft and the airplane left no ground markings until ~ 50’ down the steep embankment landing on the ground again and then tearing out of the ground ~ 100’ of heavy wildlife fencing snapping fence poles. The aircrafts nose wheel tire was left just prior to the fencing minus the rim. The aircraft continued for another 75~ feet before striking a large evergreen tree with its right wing tearing the right wing off ~7 ‘ from the root and immediately coming to rest. The pilot called his wife who was waiting on the ramp informing her he had gone off the end of the runway and was going to walk to her. German was notified by the wife, called 911 and responded to the runway end. There German saw a light from the pilot at the aircraft. He went to the plot and escorted him up the hill. EMS took over interactions with the pilot. He and his wife left for home after being checked out.

Looking down RW 34 from the point where the aircraft went off the end of RW 16: Note skid marks veering across center line tracking to the West



Looking further down RW 16 @ AC skid marks – both wheels skidding towards the West or Right of RW CL



Right main landing gear tire skid marks



Looking down RW 34 at AC skid marks & REILs; AC Tracks begin in snow (1 of 2)
The REIL to the left of this photos was broken off at the base – subsequent photo





Looking off the end of RW 16 @ AC tracks and 1 of 2 RELIS damaged.



Looking up @ RW 16 end/overrun. Truck is on extended RW CL. Aircraft tire tracks show West of CL – left side of the hill as you look at the picture.









Gear punched up and through left wing.



Looking up @ RW 34 threshold – AC tire tracks on left, West of CL



Data from Flight Aware: N686TM @158 mph approach to LXV



Data from FlightAware: N686TM @ 98 mph

This is the data from his landing on the Friday before the accident

