

N1230R Aircraft Mishap Written Narrative

Time/Date: 26JUN2024 /1320CST

Location: Fly Navy Airport TA-60

Temp: 4C/-12

Vis: 10SM

Ceiling: CLR/None

Fuel Onboard/Time: 15 Gallons/2+00 Hours

Flight Sequence: Final Approach to full stop landing

The following is my written statement regarding my aircraft mishap that occurred at approximately 1320 CST while landing at my home private airfield TA-60 Fly Navy Airfield.

On Saturday at approximately 0800, I conducted a fuel stop to the QT gas station in Liberty Hill and purchased 30 gallons of 90 Octane Ethanol Free gas transported in 6 separate plastic gas cans. I added five gallons to each of the subject aircraft tanks which total 14 gallons (full). After fueling, I pulled the airplane out of the hangar and conducted a preflight which included oil checks, and general preflight duties. The temperature was close to freezing but the sun was out, the sky was blue, and the temperature was increasing. At approximately 1030, I, as the sole occupant took the subject aircraft for a quick bounce. I observed a bit of canopy vibration, landed to investigate, found a loose piece of weather strip where the glue was becoming undone. I taped it and then conducted a second pattern flight to observe the remedy with the intent to permanently repair during the annual conditional inspection the next week. The only unusual occurrence during these flight sequences is that the left engine initially stalled after start up. I restarted the engine which restarted with issue and set a slightly higher idle rpm with the throttles. The engine ran continuously including at idle without further incident.

My subject passenger arrived at around approximately 1130 and at 1200, we conducted preflight prep to include correct canopy open and closing procedures, life jacket functionality, and correct seat belt operation. We then took off utilizing the same runway and departure procedures to embark on a 70-minute flight toward Lake Buchanan. We conducted one water landing in Lake Buchanan and then returned home. During this flight sequence, we conducted multiple descents at idle in addition to water taxi in Lake Buchanan at idle. No abnormal indications observed. After the water landing, we headed east towards TA-60. Our return leg was different in that my passenger was feeling slight motion sickness so I climbed to 2000 feet AGL or 3000MSL in search of smoother air. Upon reaching 3000 MSL, we continued our flight home which took approximately 20 minutes. I flew over the field entered a left down wind, configured flaps and gear, completed the landing checklist, and flew an uneventful base leg. Upon final, we were landing with about a 4 not wind tailwind and I made a power reduction as we appeared high. Upon this power reduction, both engines quit. This occurred at about 300 feet AGL and since my airport is on a hill that we were approaching, we realistically had approximately 230 feet above the runway. The rate of descent increased as the engines quit. I estimate this occurred 10-12 seconds before impact. I attempted to glide to the runway but realized the rate of descent and deteriorating airspeed made this unviable. I did not believe I had the time or required mental bandwidth to attempt an engine restart during this critical time. I felt the airplane become sluggish as airspeed deteriorated and significant pitch input had little effect.

The incident runway is built on a hill and features a 7-foot tall berm where the runway was built up from the surrounding topography to be flatter. Contacting this berm at a perpendicular angle would have been undesirable so I used the last thirty feet of altitude to bank away from the runway. We contacted the ground approximately 40-feet prior to the runway in a left bank. We then slid, while decelerating, and impacted the berm at approximately a 45-degree angle causing damage the right side of the aircraft nose. The aircraft floats were severely damaged as was the underside of the fuselage. The scene was then quiet with nothing heard except the ticking of the fuel pumps. I turned off both pumps, turned off the magnetos, and exited the aircraft to both assist the passenger and turn off the master key. Both I and the passenger then both walked away from the aircraft with minor bruising. Of note, the surface temperature as reported the nearest reporting airport KGTU was 4C with winds 040/08 at an elevation of 790 feet.

Additional Notes:

- This aircraft is a 2015 model with approximately 400 hours on each engine.
- The aircraft was last flown on January 1st to Llano Texas and back with zero incident.
- The aircraft annual conditional inspection expires on January 31st 2024 and the aircraft was expected to be transported to the shop for this later this week for the upcoming inspection.
- The owner has been through the factory training course and has operated this aircraft for over three years without incident.
- The owner is a retired military pilot and current airline pilot with over 5000 hours flight experience.
- Both right and left tanks were observed upon inspection with the attending FAA investigators to be approximately half full (7 gallons) with clean, water and particulate free gasoline.

Argus I Cunningham

[REDACTED]

License number [REDACTED]