



National Transportation Safety Board Aviation Accident Data Summary

Location:	Minneapolis, MN	Accident Number:	CEN12LA452
Date & Time:	07/12/2012, 0958 CDT	Registration:	N9307
Aircraft:	MIKOYAN GUREVICH MIG 21MF	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot established an appropriate speed during the approach and landed about 300 feet down the 5,000-foot-long runway. Within seconds of touching down, the pilot brought the throttle control to idle and deployed the drag chute. However, when the chute deployed, it did not fully inflate and then separated from the airplane. The pilot was not immediately aware the drag chute had failed and continued to try to deploy the chute. The pilot said that he used maximum braking to slow the airplane but was unable to stop the airplane on the runway. The pilot swerved to the left to avoid crossing a state highway, and the airplane struck a berm and a fence before it stopped. The pilot said that he had successfully tested the drag chute in preparation for this particular landing and had no previous problems deploying the chute before the accident. A review of performance data revealed that the pilot had sufficient runway length to land without use of the drag chute had he applied the wheel brakes immediately upon landing.

Flight Events

Landing-landing roll - Loss of control on ground
Landing-landing roll - Miscellaneous/other

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed application of wheel brakes to slow the airplane down on landing and the airplane's failed drag chute, which resulted in a runway overrun.

Findings

Aircraft-Aircraft systems-Equipment/furnishings-(general)-Failure - C
Aircraft-Aircraft systems-Landing gear system-Brake-Incorrect use/operation - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Airline Transport	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	21000 hours (Total, all aircraft), 30 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MIKOYAN GUREVICH	Registration:	N9307
Model/Series:	MIG 21MF	Engines:	1 Turbo Jet
Operator:	WARD WILLIAM E	Engine Manufacturer:	Tomansky
Operating Certificate(s) Held:	None	Engine Model/Series:	R-13-300
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:	FCM, 906 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 170°
Temperature:	28° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Dekalb, IL (DKB)	Destination:	Minneapolis, MN (FCM)

Airport Information

Airport:	Flying Cloud (FCM)	Runway Surface Type:	Asphalt
Runway Used:	10R	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	44.823056, -93.455000 (est)		

Administrative Information

Investigator In Charge (IIC): Leah D Yeager

Adopted Date: 11/06/2013

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84355>

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.

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