



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Eden Prairie, MN	<b>Accident Number:</b>	CEN13CA007
<b>Date &amp; Time:</b>	10/02/2012, 1838 CDT	<b>Registration:</b>	N750SR
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot reported that he flew a visual approach and landed near the midpoint of a 2,691-foot-long runway. The wind was at 5 knots and aligned with the runway, which was dry. After landing, the pilot applied “light/normal braking” but noticed his deceleration rate was inadequate to stop on the remaining runway. The pilot subsequently applied heavier braking, but the brakes “seemed to have no effect.” Realizing he was not going to stop the airplane on the remaining runway, the pilot attempted a go-around near the departure end of the runway. The airplane never became airborne, departed the runway, and impacted an airport perimeter fence. Substantial damage to the airplane included impact damage to both wings and ailerons. Skid marks from the accident airplane were documented near the departure end of the runway. A postaccident examination of the braking system of the airplane revealed no mechanical malfunctions that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s inadequate braking action and decision to abort the landing near the departure end of the runway. Contributing to the accident was the pilot’s attempt to land near the midpoint of the runway.

## Findings

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<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
	Incorrect action performance - Pilot (Cause)
	Task performance - Pilot (Factor)

## Factual Information

### History of Flight

Landing	Landing area overshoot (Defining event) Attempted remediation/recovery
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	01/02/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/12/2012
Flight Time:	133 hours (Total, all aircraft), 60 hours (Total, this make and model), 76 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CIRRUS DESIGN CORP	Registration:	N750SR
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1874
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/29/2012, 100 Hour	Certified Max Gross Wt.:	3050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	870 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-360-ES
Registered Owner:	WOZNIAK DANIEL D JR	Rated Power:	210 hp
Operator:	WOZNIAK DANIEL D JR	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFCM	Observation Time:	1853 CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	18°C / 2°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 170°	Visibility (RVR):	
Altimeter Setting:	29.84 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Airlake, MN (KLVN)	Type of Flight Plan Filed:	VFR
Destination:	Flying Cloud, MN (KFCM)	Type of Clearance:	None
Departure Time:	1815 CDT	Type of Airspace:	

## Airport Information

Airport:	Flying Cloud (KFCM)	Runway Surface Type:	Asphalt
Airport Elevation:	906 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2691 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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
Total Injuries:	1 None		

## Administrative Information

Investigator In Charge (IIC):	Michael J Folkerts	Adopted Date:	12/19/2012
Additional Participating Persons:	Kevin Morris; Minneapolis FSDO; Minneapolis, MN David Nelson; Minneapolis FSDO; Minneapolis, MN		
Publish Date:	12/19/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85270">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85270</a>		

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