



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## 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.

## Flight Events

Landing - Landing area overshoot  
Landing - Attempted remediation/recovery  
Landing-landing roll - Runway excursion

## Probable Cause

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

Aircraft-Aircraft systems-Landing gear system-Brake-Incorrect use/operation  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C  
Personnel issues-Task performance-(general)-(general)-Pilot - F

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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	Engines:	1 Reciprocating
Operator:	WOZNIAK DANIEL D JR	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-ES
Flight Conducted Under:	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFCM	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 170°
Temperature:	18°C / 2°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Airlake, MN (KLVN)	Destination:	Flying Cloud, MN (KFCM)

## Airport Information

Airport:	Flying Cloud (KFCM)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	2691 ft / 75 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

## Administrative Information

Investigator In Charge (IIC):	Michael J Folkerts	Adopted 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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