



National Transportation Safety Board Aviation Incident Data Summary

Location:	Port Orange, FL	Incident Number:	ERA14IA237
Date & Time:	04/26/2014, 1130 EDT	Registration:	N300ET
Aircraft:	CESSNA 525	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he performed a visual approach to land on the 4,000-ft-long, asphalt runway in the turbine-powered multiengine airplane. He added that the landing was “a little long” and that he then realized that he was not going to be able to stop the airplane on the remaining runway. One of the passengers, who was type-rated in the airplane, reported that the airplane remained airborne as it flew past “the numbers” and that it touched down about one-third of the way down the runway. The airplane subsequently rolled off the runway end through grass and then came to rest in a freshwater pond. The airplane sustained minor damage to the landing gear, wings, and flaps. The pilot reported that there were no mechanical malfunctions with the airplane. He further reported that the incident could have been prevented if he had made a longer final approach, was more familiar with the airport, and had rejected the landing attempt at a safe stage of the approach.

Flight Events

Landing-landing roll - Runway excursion
Landing-landing roll - Miscellaneous/other

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's failure to attain a proper touchdown point during landing and his failure to go around when he recognized that he would not be able to stop the airplane on the runway, which resulted in a runway excursion.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Personnel issues-Action/decision-Action-Lack of action-Pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Physical environment-Terrain-Water-Not specified

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2907 hours (Total, all aircraft), 905 hours (Total, this make and model), 2654 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N300ET
Model/Series:	525 B	Engines:	2 Turbo Fan
Operator:	On file	Engine Manufacturer:	WILLIAMS
Operating Certificate(s) Held:	None	Engine Model/Series:	FJ44-3A
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:	7FL6, 24 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	4 knots / , 30°
Temperature:	27° C	Visibility	25 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MIAMI, FL (OPF)	Destination:	Port Orange, FL (7FL6)

Airport Information

Airport:	SPRUCE CREEK (7FL6)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	
Runway Length/Width:	4000 ft / 176 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	29.076389, -81.052222 (est)		

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	02/03/2016
Note:	The NTSB did not travel to the scene of this incident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89203		

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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.