



National Transportation Safety Board Aviation Incident Final Report

Location:	Port Orange, FL	Incident Number:	ERA14IA237
Date & Time:	04/26/2014, 1130 EDT	Registration:	N300ET
Aircraft:	CESSNA 525	Aircraft Damage:	Minor
Defining Event:	Runway excursion	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 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.

Probable Cause and Findings

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	Descent/approach/glide path - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause) Lack of action - Pilot (Cause) Aircraft control - Pilot (Cause)
Environmental issues	Water - Not specified

Factual Information

On April 26, 2014, about 1130 eastern daylight time, a Cessna 525B (Citation CJ3), N300ET, operated by a private individual, sustained minor damage during a runway excursion, while landing at the Spruce Creek Airport (7FL6), Port Orange, Florida. The airline transport pilot and two passengers were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight that departed the Opa-Locka Executive Airport (OPF), Miami, Florida, about 1040. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to Federal Aviation Administration (FAA) records, the airplane was owned by the pilot through a limited-liability-company.

The pilot reported that he performed a visual approach to runway 23, a 4,000-foot-long, 176-foot-wide, asphalt runway. He further reported that he landed "a little long" and then realized that he was not going to be able to stop the airplane on the remaining runway. The pilot considered performing a go-around; however, he believed that a go-around would have posed a greater hazard at that point in the landing. The airplane subsequently rolled off the end of the runway, through grass, and came to rest in a freshwater pond, about 600 feet from the end of the runway.

One of the passengers, who was seated in the copilot's seat, was a private pilot who held a type rating for Cessna 525s with second-in-command privileges. He reported that the airplane remained airborne as it flew past "the numbers," and touched down about one-third down the runway.

Examination of the airplane by an FAA inspector, after recovery from the pond revealed minor damage to the landing gear, wings, and flaps.

The airplane was equipped with a Fairchild FA2100 series cockpit voice recorder (CVR), which was forwarded to the NTSB's Vehicle Recorder Division, Washington, DC, for readout. The CVR recorded the last 2 hours of airplane operation. A summary report of the recording revealed:

About 1055, while en route to 7FL6, the pilot and front seated passenger discussed landing performance as they utilized the flight management system. The discussion noted runway 23 was expected and concluded that 3,000 feet was required for landing.

At 1126:40, the pilot reported the airplane was about 3 miles from 7FL6.

At 1128:13, the pilot reported that airplane was at 2,000 feet on an extended left downwind for runway 23.

At 1129:17, the front seated passenger reported that the airplane was on final approach for runway 23 over the airport common traffic advisor frequency, which was followed by an automatic "500 feet" call-out, 6 seconds later.

At 1129:55, the passenger said "better get it down," which was followed by sounds consistent with touchdown about 4 seconds later.

At 1130:01, an unidentified voiced stated, "get on the brakes."

At 1130:12, the sound of deep rumbling, similar to the airplane exiting a paved surface was recorded, which was followed by sounds consistent with airplane movement ceasing, about 6

seconds later. [Additional information can be found in the Cockpit Voice Recorder Factual Report located in the public docket.]

The pilot reported that he did not experience any 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 if he would have rejected the landing attempt at a safe stage of the approach.

The pilot reported about 2,900 hours of total flight experience, which included about 900 hours accumulated in the same make and model as the accident airplane, and about 70 and 20 hours flown in the accident airplane, during the 90 and 30 days that preceded the accident.

A weather observation taken at the airport at 1155 included winds from 030 degrees at 4 knots

History of Flight

Landing-landing roll	Runway excursion (Defining event) Miscellaneous/other
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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	03/21/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
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	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Commuter	Serial Number:	525B0014
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	13870 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	2756 Hours	Engine Manufacturer:	WILLIAMS
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	FJ44-3A
Registered Owner:	AVIAT LLC	Rated Power:	2820 lbs
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	7FL6, 24 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1155 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	25 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	27° C / 19° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MIAMI, FL (OPF)	Type of Flight Plan Filed:	IFR
Destination:	Port Orange, FL (7FL6)	Type of Clearance:	IFR
Departure Time:	1020 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SPRUCE CREEK (7FL6)	Runway Surface Type:	Asphalt
Airport Elevation:	24 ft	Runway Surface Condition:	
Runway Used:	23	IFR Approach:	Visual
Runway Length/Width:	4000 ft / 176 ft	VFR Approach/Landing:	Full Stop; Straight-in

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
Total Injuries:	3 None	Latitude, Longitude:	29.076389, -81.052222 (est)

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Report Date:	02/03/2016
Additional Participating Persons:	Gabriele Rotunda; FAA/FSDO; Orlando, FL		
Publish 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).