

13. AIRCRAFT MAKE/MODEL

ECLIPSE AVIATION CORP EA500

16. POWER PLANT MAKE/MODEL/SERIES

P&W CANADA PW610F-A

33. NARRATIVE

ON 08/21/2015, AT 1419 LOCAL TIME, AN ECLIPSE 500, S/N 00199, PILOTED BY JON DONALD MCMURTRIE, CERT# [REDACTED], LANDED ON RNWY 26 AT DANBURY (DXR) ARPT, DANBURY, CT. AFTER LANDING, AIRCRAFT CONTINUED ROLLOUT OFF END OF RNWY 26, CROSSING APPROXIMATELY 200 FEET OF GRASS BEFORE COMING TO A STOP IN A CULVERT/DITCH CLOSE TO ARPT PROPERTY FENCE.

43. BRIEF EXPLANATION OF ISSUES INVOLVED

ON 08/21/2015, AT 1419 LOCAL TIME, AN ECLIPSE 500, S/N 00199, PILOTED BY JON DONALD MCMURTRIE, CERT# [REDACTED], WITH TWO ADULT PASSENGERS ON BOARD, LANDED ON RNWY 26 AT DANBURY (DXR) ARPT, DANBURY, CT. AFTER LANDING, AIRCRAFT CONTINUED ROLLOUT OFF END OF RNWY 26, CROSSING APPROXIMATELY 200 FEET OF GRASS BEFORE COMING TO AN ABRUPT STOP IN A CULVERT/DITCH CLOSE TO ARPT PROPERTY FENCE. PILOT STATED AFTER LANDING AND PUMPING BRAKES, HE REALIZED THAT BRAKING ACTION WAS NOT AVAILABLE. PILOT OPTED NOT TO GO AROUND. AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE. PILOT REQUIRED MEDICAL ATTENTION FOR HEAD WOUND. NO INJURIES WERE REPORTED FOR PASSENGERS. PILOT STATED THAT AIRCRAFT WAS SCHEDULED FOR SERVICE BULLETIN COMPLIANCE TO IMPROVE ABS BRAKING SYSTEM. THE AIRCRAFT DIAGNOSTIC STORAGE UNIT, P/N 11-0323-08A, S/N 00329 WAS REMOVED FOR NTSB ANALYSIS. ACCORDING TO THE FAA AIRPORT/FACILITY DIRECTORY RUNWAY 26 IS 4,422 FEET LONG, 150 FEET WIDE AND A DISPLACED THRESHOLD OF 734 FEET GIVING THIS RUNWAY A USABLE LANDING DISTANCE OF 3,688 FEET. IN A STATEMENT FROM THE TOWER CONTROLLER ON DUTY AT THE TIME OF THE ACCIDENT N120EA TOUCHED DOWN APPROXIMATELY 100 FEET PAST THE INTERSECTION OF RUNWAY 26 AND TAXIWAY D. THE DISTANCE FROM THE INTERSECTION OF TAXIWAY D AND RUNWAY 26 TO THE END OF RUNWAY 26 IS 2,914 FEET. BASED ON THE CONTROLLER'S STATEMENT CONCERNING THE TOUCHDOWN POINT OF N120EA THERE WAS APPROXIMATELY 2,814 FEET AVAILABLE FOR LANDING. FAA AIRPORT/FACILITY DIRECTORY, UNDER AIRPORT REMARKS, ALSO STATES THAT RUNWAYS 08 AND 26 MAY BE INSUFFICIENT DEPENDING ON TYPE OF AIRCRAFT. ECLIPSE CONFIDENTIALITY STATEMENT, STATED AFTER THE ECLIPSE AEROSPACE, INC. INSPECTED THE AIRCRAFT AT DXR. THEY OPERATED THE BRAKE SYSTEM, SEAT BELT SYSTEM, THERE WERE NO DEFECTS NOTED.

ACCORDING TO THE AVIATION ROUTINE WEATHER REPORT (METAR) AT KDXR AT THE TIME OF THE ACCIDENT THE TEMPERATURE WAS 28°C (82°F) AND THE WIND DIRECTION WAS 350° AT 6 KNOTS. THE AIRPORT ELEVATION IS APPROXIMATELY 450 FEET. THE PRESSURE ALTITUDE NEEDED TO COMPUTE THE LANDING DISTANCE WAS COMPUTED FROM THE ABOVE INFORMATION. THE PRESSURE ALTITUDE WAS APPROXIMATELY 330 FEET.

THE LANDING DISTANCE WAS CALCULATED USING THE UNCORRECTED LANDING DISTANCE FROM 50FT CHART IN THE AIRPLANE FLIGHT MANUAL FOR N120EA, SERIAL NUMBER 199. FOR THE PURPOSE OF THIS CALCULATION A LANDING WEIGHT OF 5,000 POUNDS WAS USED, THE PRESSURE ALTITUDE WAS INTERPOLATED BETWEEN 0 AND 1,000 FEET, AND A TEMPERATURE OF 30°C WAS USED. BASED ON ALL THE ABOVE INFORMATION N120EA NEEDED APPROXIMATELY 3,063 FEET AVAILABLE TO LAND.