Aviation Investigation Final Report

Location:	ANNAPOLIS, Maryland	**Accident Number:**	IAD00LA058
Date & Time:	July 8, 2000, 10:45 Local	**Registration:**	N5316U
Aircraft:	Cessna 206	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing approach, the pilot extended full flaps, and initiated a 'slip' on final approach, when he realized the airspeed was too fast. The airplane touched down on the last quarter of the 2,505 foot long runway, with an airspeed of about 120 knots. The airplane traveled off the end of the runway and came to rest upside down. The pilot reported he landed 'long and fast,' and should have performed a go-around instead of attempting to land. According to the Cessna 206 Pilot's Operating Handbook, the recommended airspeed for a normal landing is 65-75 KIAS (flaps DOWN). Additionally, the airplane would have needed approximately 1,429 feet of landing distance to clear a 50 foot obstacle at the approach end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point, and his failure to perform a go-around.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings
1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On July 8, 2000, about 1045 Eastern Daylight Time, a Cessna 206, N5316U, was substantially damaged while landing at the Lee Airport (ANP), Annapolis, Maryland. The certified commercial pilot received minor injuries, and his passenger received serious injuries. Visual meteorological conditions prevailed for the personal flight, which originated at the Martin State Airport, Baltimore, Maryland. No flight plan was filed for the flight conducted under 14 CFR Part 91.

During a telephone interview, the pilot stated that he entered the traffic pattern at ANP and prepared for a landing on Runway 30, a 2,505 foot long runway. He extended the first notch of flaps at 140 knots, and the second and third notches below 100 knots. The pilot initiated a "slip" on final approach, when he realized his approach speed was "too fast." He noted that the last time he looked at the airspeed indicator, it read 120 knots. At the point of touchdown, the airplane was "still traveling too fast," and "ran out of runway." The airplane traveled off the departure end of the runway and came to rest upside down. The pilot stated the accident occurred because of "pilot error," and could have been avoided if he had performed a go-around, instead of attempting to land.

The pilot reported to a Federal Aviation Administration (FAA) inspector that he "messed up the landing" by landing "long and fast."

Witnesses at the scene of the accident reported to the FAA inspector that the airplane touched down on the last quarter of the runway, ran off the end, and rolled over onto its back.

Examination of the airplane by an FAA inspector revealed substantial damage to the rudder, vertical stabilizer, fuselage, and both main wing spars. Additionally, the firewall and engine mounts were bent.

The pilot reported 2,180 hours of total flight experience, of which 1,200 hours were in the make and model of the accident airplane.

The winds reported at an airport 25 miles away, at 1054, were from 320 degrees at 3 knots.

According to the Cessna 206G Pilot's Operating Handbook, the recommended airspeed for a normal landing is 65-75 KIAS (flaps DOWN). Additionally, examination of the Landing Distance Chart revealed that the airplane would have needed approximately 1,429 feet of landing distance to clear a 50 foot obstacle at the approach end of the runway. This performance chart assumed the airplane was landing with 40 degrees of flaps, idle power, and zero wind.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	70,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 26, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	2180 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2020 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N5316U
Model/Series:	206 206	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	U20605197
Landing Gear Type:	Tricycle	**Seats:**	6
Date/Type of Last Inspection:	October 26, 1999 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-520
Registered Owner:	LOUIS BURRISS	**Rated Power:**	285 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	BWI ,194 ft msl	**Distance from Accident Site:**	
Observation Time:	10:54 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	320°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	24°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BALTIMORE , MD (MTN)	**Type of Flight Plan Filed:**	None
Destination:	(ANP)	**Type of Clearance:**	None
Departure Time:	10:10 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	LEE AIRPORT ANP	**Runway Surface Type:**	Asphalt
Airport Elevation:	34 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	30	**IFR Approach:**	None
Runway Length/Width:	2505 ft / 48 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	38.990982,-76.55059(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	KIM BARNETTE; BALTIMORE , MD TODD SIGLER; WICHITA , KS
Original Publish Date:	December 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49651