



# Aviation Investigation Final Report

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<b>Location:</b>	Avalon, California	<b>Accident Number:</b>	WPR10CA281
<b>Date &amp; Time:</b>	May 29, 2010, 13:53 Local	<b>Registration:</b>	N314CP
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot stated that he listened to the weather report at the airport prior to landing, which reported a slight tailwind on runway 22 that was in use by other airplanes in the traffic pattern. The pilot chose to land on runway 22 with a tailwind rather than changing runways to favor a headwind. In a phone conversation, the pilot stated that he landed "within the first couple hundred feet" of the runway at about 85 knots, using full flaps. He said that during the landing roll he overran the runway, resulting in the airplane exiting the end of the runway and coming to rest on a 45 degree downslope. The pilot stated that he "underestimated" the length of the runway due to the fact that the airplane was almost at max gross weight and there was a slight tailwind. The airplane sustained substantial damage to the right aft main wing spar. According to the Avalon aviation weather report, at the time of the accident the wind was from 020 degrees at 5 knots. According to the Southwest U.S. Airport/Facility Directory, the accident runway 04/22 is 3,000-foot-long. The first 2,000 feet of runway 22 is sloped up 1.8%, and the rest of the runway is level. At maximum gross weight in the weather conditions of the airport at the time of the accident, the airplane had a calculated ground roll of about 1,250 feet, with a total landing distance of about 2,500 feet. Taking into account the 5 knot tailwind and the 1.69% upslope, this airplane's final ground roll was calculated to be about 1,300 feet, and the total landing distance was about 2,650 feet.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to achieve the proper touchdown point, which resulted in a runway overrun.

## Findings

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<b>Aircraft</b>	Landing distance - Not attained/maintained
<b>Environmental issues</b>	Tailwind - Response/compensation
<b>Personnel issues</b>	Performance calculations - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing area overshoot
<b>Landing-landing roll</b>	Runway excursion (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 8, 2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	August 31, 2009
<b>Flight Time:</b>	1939 hours (Total, all aircraft), 375 hours (Total, this make and model), 1706 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CIRRUS DESIGN CORP	<b>Registration:</b>	N314CP
<b>Model/Series:</b>	SR22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3234
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 13, 2009 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	37 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	274 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-550-N48B
<b>Registered Owner:</b>	RIMON HOLDINGS LLC	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	Ilan Brand	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AVX,1602 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	24°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Corona, CA (KAJO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Avalon, CA (KAVX)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	12:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Catalina Airport KAVX	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1602 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.404998,-118.415832(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jefferey
<b>Additional Participating Persons:</b>	Debra Fallica; Federal Aviation Administration; Long Beach, CA
<b>Original Publish Date:</b>	October 21, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=76228">https://data.nts.gov/Docket?ProjectID=76228</a>

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