



Aviation Investigation Final Report

Location:	Porter, Texas	Accident Number:	CEN10LA502
Date & Time:	August 23, 2010, 22:30 Local	Registration:	N8154M
Aircraft:	CIRRUS DESIGN CORP SR20	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane bounced on landing and the pilot had trouble getting the airplane to settle back to the runway. Concerned that he was not going to be able to stop on the remaining runway, the pilot elected to perform a go-around. The pilot applied full engine power and retracted the flaps; however, the airplane settled into trees 2,200 feet beyond the departure end of the runway. The airplane subsequently impacted the ground and came to rest in a nose-down, near-vertical position. The pilot reported that the wind was light and variable at the time, and that there were no mechanical malfunctions or failures with the airplane prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in performing a go-around, which resulted in an impact with trees.

Findings

Personnel issues	Delayed action - Pilot
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Factual Information

History of Flight

Landing-aborted after touchdown	Collision during takeoff/land (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On August 23, 2010, about 2230 central daylight time, a Cirrus Design Corp SR20, N8154M, was substantially damaged during impact with terrain during an attempted go-around maneuver at the North Houston Business Airport, (K9X1) Porter, Texas. The private pilot, the sole occupant, sustained serious injuries. The airplane was registered to and operated by a private individual. Night visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from the West Houston Airport (KIWS), Houston, Texas, around 2200.

The pilot reported that the airplane bounced on landing and that he had trouble getting the airplane to settle back to the runway. Concerned that he was not going to be able to stop on the remaining runway, the pilot elected to perform a go-around maneuver. The pilot applied full engine power and retracted the flaps; however, the airplane settled into trees 2,200 feet beyond the departure end of the runway. As the airplane began to impact trees, the pilot deployed the airplane's ballistic parachute. The airplane subsequently impacted the ground and came to rest in a nose down, near vertical position. Both wings and the fuselage were structurally damaged during the accident. The pilot further reported that the winds were light and variable at the time, and that there were no mechanical malfunctions or failures with the airplane prior to the accident.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	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:	January 21, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 4, 2008
Flight Time:	329 hours (Total, all aircraft), 113 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N8154M
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1371
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 19, 2010 Annual	Certified Max Gross Wt.:	3050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1130 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-360 SER
Registered Owner:	VICTOR BRAVO LLC	Rated Power:	300 Horsepower
Operator:	VICTOR BRAVO LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	IAH,97 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	22:00 Local	Direction from Accident Site:	186°
Lowest Cloud Condition:	Few	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Houston, TX (IWS)	Type of Flight Plan Filed:	None
Destination:	Porter, TX (9X1)	Type of Clearance:	None
Departure Time:	22:00 Local	Type of Airspace:	

Airport Information

Airport:	North Houston Business 9X1	Runway Surface Type:	Asphalt
Airport Elevation:	122 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3594 ft / 46 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	30.16361,-95.324722

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Doug Idema; Federal Aviation Administration; Houston, TX
Original Publish Date:	October 3, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=77097

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).