



# Aviation Investigation Final Report

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<b>Location:</b>	Port Orange, Florida	<b>Incident Number:</b>	ERA14IA237
<b>Date &amp; Time:</b>	April 26, 2014, 11:30 Local	<b>Registration:</b>	N300ET
<b>Aircraft:</b>	Cessna 525	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## 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 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

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Lack of action - Pilot
<b>Environmental issues</b>	Water - Not specified
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

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

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

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	53
<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>	4-point
<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>	March 21, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N300ET
<b>Model/Series:</b>	525 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2005	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Commuter	<b>Serial Number:</b>	525B0014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	13870 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	2756 Hrs	<b>Engine Manufacturer:</b>	WILLIAMS
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	FJ44-3A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	2820 Lbs thrust
<b>Operator:</b>	On file	<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>	7FL6,24 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MIAMI, FL (OPF)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Port Orange, FL (7FL6)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SPRUCE CREEK 7FL6	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	24 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	4000 ft / 176 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	29.076389,-81.052223(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Schiada, Luke
<b>Additional Participating Persons:</b>	Gabriele Rotunda; FAA/FSDO; Orlando, FL
<b>Original Publish Date:</b>	February 3, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this incident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=89203">https://data.nts.gov/Docket?ProjectID=89203</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).