

SUMMARY OF OVERRUN DATA

Type of Incident	Reported?	Data Source	Report Number	Date of Overrun	Description	Aircraft
1 Overrun	Yes	ASRS	704271	July 2006	Skidded off the end of a wet runway.	Cessna 172
2 Overrun	Yes	ASRS	560005	September, 2002	I was finally able to stop the landing roll, but not before the nosewheel ran off the end of the runway pavement.	Piper PA34
3 Overrun	Yes	AIDS	20010525012489G	May 25, 2001	The aircraft came to rest 20 to 30 feet beyond the end of the runway.	Piper Cherokee
4 Overrun	Yes	ASRS	512267	May 2001	Runs off the end of the runway at ARB, MI.	Piper Cherokee
5 Overrun	Yes	ASRS	474645	June 2000	Instructor pilot of a Mooney M20 went off the end of the runway due to delayed braking during landing roll resulting in a prop strike on berm in the runway overrun area.	Mooney M20
6 Overrun	Yes	AIDS	19980224006309G	February 24, 1998	Couldn't stop at end of runway	Piper Cherokee
7 Overrun	No	Insurance report		May 2008		Piper 140
8 Overrun	No	Photo documentation				Citation 500
9 Overrun	No	Photo documentation				King Air
10 Overrun	No					Cirrus
11 Unknown		AIDs	20060816019519G	August 16, 2006	Headed for the grassy area at the edge of the runway, there he impacted with 3 runway edge lights, with his r/h propeller.	Cessna CE-414
12 Unknown		AIDS	20020312011749G	March 12, 2002	Lost control and went off runway into grass. Damage caused to propeller blade as result of striking runway light.	Piper Cherokee

Overrun #1

## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	AVIATION SAFETY REPORTING SYSTEM
Report Number:	704271
Local Date(Yr/Mon):	200607
Local Day:	
Local Quarter Time:	0601 To 1200
Facilty ID Nr Aircraft:	ARB.Airport
State of Facility Nr Acft:	MI
Magnetic Bearing (deg):	
Facility Distance (nm):	
Altitude AGL - LO(ft)	0
Altitude AGL - HI(ft)	500
Altitude MSL - LO(ft)	
Altitude MSL - HI(ft)	

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### Environmental/Location Information

Weather Conditions:	Marginal
Ceiling:	
Light Condition:	
Runway Vis - LO(ft):	
Runway Vis - HI(ft):	
Visual Range - LO (sm):	
Visual Range - HI (sm):	

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### SYNOPSIS

A C172 PLT MADE A PRECAUTIONARY LNDG TO AVOID TSTM AND RAN OFF THE RWY, DAMAGING THE ACFT AND SOME RWY LIGHTS.

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### NARRATIVE

THIS VFR FLT ORIGINATED (AND CONTINUED) IN MARGINAL WX, ACCOMPANIED BY AIRMETS FOR SEVERE TSTM ACTIVITY ALONG THE RTE OF FLT. 2/3 OF THE WAY INTO THE FLT, ATC RPTED RADAR RETURNS OF LEVEL #1 AND #2 STORMS DIRECTLY AHEAD, AND ASKED WHETHER I WANTED TO DIVERT FOR A PRECAUTIONARY LNDG. AMID INCREASING TURB, I DECIDED TO LAND. THE COMBINATION OF TURB, MVFR, THE IMMEDIATE THREAT OF TSTM AND THE NEED FOR A PRECAUTIONARY LNDG INCREASED

MY STRESS LEVEL, SUCH THAT I DID NOT PROPERLY CTL MY SPD OR ALT IN THE TFC PATTERN. I LANDED 'HIGH AND HOT' AND **SKIDDED OFF THE END OF A WET RWY,** STRIKING A REIL WITH MY LNDG GEAR STRUT (BREAKING OFF THE LIGHT). MINOR DAMAGE TO THE ACFT (STRUT), NO INJURIES. LAUNCHING INTO MVFR WAS NOT THE PROB, BUT CONTINUING INTO A VICINITY OF TSTMS WAS A CAUSATIVE FACTOR, AS IT INCREASED MY STRESS LEVEL. MY LEVEL OF STRESS ADVERSELY AFFECTED MY PERFORMANCE, AS IT CAUSED ME TO FORGET WHAT I KNEW TO BE THE CORRECT ALT/SPD COMBINATIONS FOR A SUCCESSFUL LNDG. I COULD HAVE AVOIDED THIS EVENT BY EITHER (OR BOTH): 1) AVOIDING A STRESSFUL SITUATION TO BEGIN WITH (IE, EXECUTE PRECAUTIONARY LNDG SOONER), OR 2) AS I NOTICE MY STRESS LEVEL RISING, REMEMBER TO THINK AND PROB SOLVE (PERHAPS EVEN BY 'TALKING OUT LOUD' TO THE EMPTY R SEAT NEXT TO ME).

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## Aircraft Information

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### Findings For Aircraft Sequence 1

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#### General Info

Acft Make/Model Desc:	226.16
Crew Count:	1
Passenger Count:	
Aircraft Involved:	
Flight Conduct Rule:	Part 91
Flight Purpose:	Pleasure

#### Operation Type

Carrier Operation:	
GA Operation:	Personal
Other Operation:	

#### Phase of Flight

Climbout:	
Climbout Other:	
Cruise:	Level
Other Cruise:	
Descent:	Approach
Other Descent:	
Ground:	
Other Ground:	
Landing	
Other Landing:	
Other Flight Phase:	

**Airspace Info**

Class A:  
 Class B:  
 Class C:  
 Class D: ARB.D  
 Class E:  
 Class G:  
 Special Use:  
 Temp Use:

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**Findings****Anomaly Descriptors**

Acft Equip Anomaly:  
 ASP Anomaly:  
 Alt Dev Anomaly:  
 Cabin Event Anomaly:  
 Conflict Anomaly:  
 Excursion Anomaly: Runway  
 Ground Encounter Anomaly:  
 Incursion Anomaly:  
 In-Flight Anomaly:  
 Maintenance Anomaly:  
 Non-Adherence Anomaly:  
 Non-Adherence Other Anomaly:  
 Other Anomaly: Unstabilized Approach  
 Other Spatial Dev. Anomaly:

**Anomaly Consequences**

Consequence Desc:  
 Other Consequence Desc: Aircraft Damaged  
 Misc. Consequence Desc:

**Anomaly Detected By**

Controller A:  
 Controller B:  
 Crew A: 1

Crew B:

### Anomaly Resolution

Aircraft:

Controller:

Crew:

Landed As Precaution

Other Action:

No Action:

Event Type:

Unique Event

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### Reporter Information

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### Findings For Reporter Sequence 1

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#### Reporter Function

Controller:

Flight Attendant:

Flight Crew:

Single Pilot

Instructor:

Maintenance:

Observer:

Other Personell:

Oversight:

Reporter Activity:

Pilot Flying

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### Findings For Reporter Sequence 2

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#### Reporter Function

Controller:

Local

Flight Attendant:

Flight Crew:

Instructor:

Maintenance:

Observer:

Other Personell:

Oversight:

Reporter Activity:

Controlling

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**END REPORT**

Overrun #2

## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	AVIATION SAFETY REPORTING SYSTEM
Report Number:	560005
Local Date(Yr/Mon):	200209
Local Day:	
Local Quarter Time:	0601 To 1200
Facilty ID Nr Aircraft:	ARB.Airport
State of Facility Nr Acft:	MI
Magnetic Bearing (deg):	
Facility Distance (nm):	0
Altitude AGL - LO(ft)	
Altitude AGL - HI(ft)	
Altitude MSL - LO(ft)	
Altitude MSL - HI(ft)	

### Environmental/Location Information

Weather Conditions:	VMC
Ceiling:	CLR
Light Condition:	Daylight
Runway Vis - LO(ft):	
Runway Vis - HI(ft):	
Visual Range - LO (sm):	
Visual Range - HI (sm):	

### SYNOPSIS

PA34 PLT HAS MALFUNCTIONING BRAKES ON LNDG AND **DEPARTS END OF RWY AT ARB.**

### NARRATIVE

THE BRAKE PADS AND ROTORS ON BOTH MAIN GEAR WERE REPLACED DURING THE WK OF AUG/MON/02. DURING A PREFLT OF THE AIRPLANE ON AUG/FRI/02, IT WAS NOTED THAT HYD FLUID WAS LEAKING FROM THE R BRAKE LINE. THE AIRPLANE WENT BACK INTO THE SHOP FOR REPAIRS ON SEP/TUE/02. THE AIRPLANE WAS FLOWN BY ANOTHER PLT ON SEP/THU/02. THIS PLT RPTD THAT, IN SPITE OF THE MOST RECENT MAINT, THE BRAKES WERE 'MUSHY' AND BRAKING ACTION WAS POOR. THE AIRPLANE WENT BACK INTO THE SHOP FOR CONTINUED MAINT ON THE BRAKES ON SEP/FRI/02. I WAS NOTIFIED

AT THE END OF THE DAY ON FRI THAT ALL NECESSARY MAINT WORK HAD BEEN COMPLETED AND THAT THE AIRPLANE WAS IN FLYING CONDITION. ON SEP/SAT/02, I TOOK OFF FROM PONTIAC (PTK) FOR ANN ARBOR (ARB). UPON ARRIVING IN THE ARB CLASS D AIRSPACE, I WAS CLRED TO LAND ON RWY 24. AFTER LNDG, I HAD DIFFICULTY IN STOPPING THE AIRPLANE BECAUSE THE BRAKES WERE NOT EFFECTIVE. AFTER PUMPING, AS WELL AS STANDING ON THE TOE BRAKES, I WAS FINALLY ABLE TO STOP THE LNDG ROLL, BUT NOT BEFORE THE NOSEWHEEL RAN OFF THE END OF THE RWY PAVEMENT. THE MAIN GEAR REMAINED ON THE RWY. WITH THE HELP OF A MAINT PERSON FROM THE LCL FBO, WE WERE ABLE TO PUSH THE NOSEWHEEL BACK ONTO THE PAVEMENT. I THEN RESTARTED THE ENGS AND TAXIED TO THE TERMINAL RAMP. THERE WAS NO DAMAGE TO THE AIRPLANE NOR WERE THERE ANY INJURIES ASSOCIATED WITH THIS EVENT.

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## Aircraft Information

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### Findings For Aircraft Sequence 1

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#### General Info

Acft Make/Model Desc:	729.28
Crew Count:	1
Passenger Count:	
Aircraft Involved:	
Flight Conduct Rule:	Part 91
Flight Purpose:	Pleasure

#### Operation Type

Carrier Operation:	
GA Operation:	Personal
Other Operation:	

#### Phase of Flight

Climbout:	
Climbout Other:	
Cruise:	
Other Cruise:	
Descent:	
Other Descent:	
Ground:	
Other Ground:	
Landing	Roll
Other Landing:	
Other Flight Phase:	

**Airspace Info**

Class A:  
 Class B:  
 Class C:  
 Class D:  
 Class E:  
 Class G:  
 Special Use:  
 Temp Use:

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**Findings****Anomaly Descriptors**

Acft Equip Anomaly:	Less Severe
ASP Anomaly:	
Alt Dev Anomaly:	
Cabin Event Anomaly:	
Conflict Anomaly:	
Excursion Anomaly:	Runway
Ground Encounter Anomaly:	
Incursion Anomaly:	
In-Flight Anomaly:	
Maintenance Anomaly:	Improper Maintenance
Non-Adherence Anomaly:	FAR
Non-Adherence Other Anomaly:	
Other Anomaly:	
Other Spatial Dev. Anomaly:	

**Anomaly Consequences**

Consequence Desc:	
Other Consequence Desc:	Maintenance Action
Misc. Consequence Desc:	

**Anomaly Detected By**

Controller A:  
 Controller B:  
 Crew A:

1

Crew B:

### Anomaly Resolution

Aircraft:

Controller:

Crew:

Overcame Equipment Problem

Other Action:

No Action:

Event Type:

Unique Event

### Reporter Information

### Findings For Reporter Sequence 1

#### Reporter Function

Controller:

Flight Attendant:

Flight Crew:

Single Pilot

Instructor:

Maintenance:

Observer:

Other Personell:

Oversight:

Reporter Activity:

Pilot Flying

### Findings For Reporter Sequence 2

#### Reporter Function

Controller:

Flight Attendant:

Flight Crew:

Instructor:

Maintenance:

Technician

Observer:

Other Personell:

Oversight:

Reporter Activity:

Maintenance

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**END REPORT**

Overrun #3
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## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	ACCIDENT AND INCIDENT DATABASE
Report Number:	20010525012489G
Local Date:	25-MAY-01
Local Time:	
City:	ANN ARBOR
State:	MI
Airport Name:	ANN ARBOR MUNI
Event Type:	INCIDENT - GENERAL AVIATION
Mid Air Collision:	NOT A MIDAIR

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### AIRCRAFT INFORMATION

Aircraft Damage:	MINOR
Aircraft Make:	PIPER
Aircraft Model:	PA-28
Aircraft Series:	PA-28-161
Airframe Hrs:	4757
Operator:	

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### NARRATIVE

(-23) N47656 WAS CLEARED TO LAND ON RUNWAY 24 AT ANN ARBOR, MI (ARB). THE PILOT REPORTED THAT HE DECIDED TO LAND WITH 10 DEGREE OF FLAPS AND USED A LITTLE HIGHER AIRSPEED THAN NORMAL BECAUSE THERE WAS A GUSTY WIND. HE REPORTED THAT WHEN THE AIRCRAFT TOUCHED DOWN (MID-WAY DOWN THE RUNWAY) THE RAIN WAS EXTREMELY HEAVY AND ON BRAKING THERE WAS NO TRACTION. **THE AIRCRAFT CAME TO REST 20 TO 30 FEET BEYOND THE END OF THE RUNWAY.**

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### Detail

Primary Flight Type:	OTHER
Secondary Flight Type:	UNKNOWN
Type of Operation:	GENERAL OPERATING RULES
Registration Nbr:	47656
Total Aboard:	2
Fatalities:	0
Injuries:	0
Landing Gear:	
Aircraft Weight Class:	UNDER 12501 LBS
Engine Make:	LYC

Engine Model:	O320*
Engine Group:	O320
Number of Engines:	1
Engine Type:	O

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### Environmental/Operations Info

Primary Flight Conditions:	VISUAL FLIGHT RULES
Secondary Flight Conditions:	WIND
Wind Direction(deg):	
Wind Speed(mph):	
Visibility(mi.):	
Visibility Restrictions:	
Light Condition:	DAY
Flight Plan Filed:	UNKNOWN
Approach Type:	

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### Pilot In Command

Pilot Certificates:	PRIVATE PILOT
Pilot Rating:	AIRPLANE SINGLE ENGINE LAND
Pilot Qualification:	QUALIFIED
Flight Time Total Hours:	198
Total in Make/Model:	22
Total in Last 90 days:	21
Total in last 90 days Make/Model:	

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### END REPORT

Overrun #4

## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	AVIATION SAFETY REPORTING SYSTEM
Report Number:	474645
Local Date(Yr/Mon):	200006
Local Day:	
Local Quarter Time:	0601 To 1200
Facilty ID Nr Aircraft:	ARB.Airport
State of Facility Nr Acft:	MI
Magnetic Bearing (deg):	
Facility Distance (nm):	0
Altitude AGL - LO(ft)	
Altitude AGL - HI(ft)	
Altitude MSL - LO(ft)	
Altitude MSL - HI(ft)	

### Environmental/Location Information

Weather Conditions:	VMC
Ceiling:	
Light Condition:	Daylight
Runway Vis - LO(ft):	
Runway Vis - HI(ft):	
Visual Range - LO (sm):	
Visual Range - HI (sm):	

### SYNOPSIS

INSTRUCTOR PLT OF A MOONEY M20 WENT OFF THE END OF THE RWY DUE TO DELAYED BRAKING DURING LNDG ROLL RESULTING IN A PROP STRIKE ON BERM IN THE RWY OVERRUN AREA.

### NARRATIVE

STUDENT LANDED WITH MINOR ASSISTANCE. TO INCREASE CONFIDENCE AND DEMONSTRATE CTLABILITY, I LET HER ROLL OUT. MOONEY DOES NOT HAVE PAX SIDE BRAKES (PINCH HITTER STUDENTS FLY FROM R SEAT) AND SHE WONDERED ABOUT STOPPING ABILITY. I INITIATED BRAKING LATE, WIND APPARENTLY SHIFTED (NEXT ACFT TOOK OFF IN OPPOSITE DIRECTION), AND WE ROLLED JUST OFF END OF RWY.

CONSTRUCTION WAS UNDERWAY (UNMARKED), AND PROP STRUCK CONSTRUCTION BERM. PROP TIP BENT. SHUT DOWN (PRECAUTION) AND HAD TUG MOVE ACFT. CONSTRUCTION AND DISPLACED THRESHOLD SHOULD HAVE BEEN MARKED. I SHOULD HAVE INITIATED BRAKING EARLIER. NO INJURIES OR OTHER ACFT DAMAGE.

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## Aircraft Information

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### Findings For Aircraft Sequence 1

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#### General Info

Acft Make/Model Desc:	632.20
Crew Count:	1
Passenger Count:	
Aircraft Involved:	
Flight Conduct Rule:	Part 91
Flight Purpose:	Training

#### Operation Type

Carrier Operation:	
GA Operation:	Instructional
Other Operation:	

#### Phase of Flight

Climbout:	
Climbout Other:	
Cruise:	
Other Cruise:	
Descent:	
Other Descent:	
Ground:	
Other Ground:	
Landing	Roll
Other Landing:	
Other Flight Phase:	

#### Airspace Info

Class A:	
Class B:	
Class C:	
Class D:	

Class E:  
 Class G:  
 Special Use:  
 Temp Use:

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## Findings

### Anomaly Descriptors

Acft Equip Anomaly:  
 ASP Anomaly:  
 Alt Dev Anomaly:  
 Cabin Event Anomaly:  
 Conflict Anomaly:  
 Excursion Anomaly: Runway  
 Ground Encounter Anomaly:  
 Incursion Anomaly:  
 In-Flight Anomaly:  
 Maintenance Anomaly:  
 Non-Adherence Anomaly:  
 Non-Adherence Other Anomaly:  
 Other Anomaly: Loss Of Aircraft Control  
 Other Spatial Dev. Anomaly:

### Anomaly Consequences

Consequence Desc:  
 Other Consequence Desc: Aircraft Damaged  
 Misc. Consequence Desc:

### Anomaly Detected By

Controller A:  
 Controller B:  
 Crew A: 1  
 Crew B:

### Anomaly Resolution

Aircraft:  
 Controller:  
 Crew:

Other Action:  
No Action: Unable  
Event Type: Unique Event

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**Reporter Information**

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**Findings For Reporter Sequence 1**

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**Reporter Function**

Controller:  
Flight Attendant:  
Flight Crew:  
Instructor: Instructor  
Maintenance:  
Observer:  
Other Personell:  
Oversight: PIC  
Reporter Activity: Pilot Flying

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**Findings For Reporter Sequence 2**

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**Reporter Function**

Controller:  
Flight Attendant:  
Flight Crew:  
Instructor: Trainee  
Maintenance:  
Observer:  
Other Personell:  
Oversight:  
Reporter Activity: Receiving Instruction

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**Findings For Reporter Sequence 3**

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**Reporter Function**

Controller: Local  
Flight Attendant:  
Flight Crew:  
Instructor:  
Maintenance:  
Observer:  
Other Personell:  
Oversight:  
Reporter Activity: Controlling

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**END REPORT**

Overrun #5

## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	ACCIDENT AND INCIDENT DATABASE
Report Number:	19980224006309G
Local Date:	24-FEB-98
Local Time:	
City:	ANN ARBOR
State:	MI
Airport Name:	ANN ARBOR MUNI
Event Type:	INCIDENT - GENERAL AVIATION
Mid Air Collision:	NOT A MIDAIR

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### AIRCRAFT INFORMATION

Aircraft Damage:	MINOR
Aircraft Make:	PIPER
Aircraft Model:	PA-28
Aircraft Series:	PA-28-140
Airframe Hrs:	3500
Operator:	

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### NARRATIVE

NARRATIVE: THE PILOT STATED THAT SHE WAS TRYING TO EXPEDITE TURNING OFF THE ACTIVE RUNWAY. SHE MISSED THE LAST TURNOFF TO THE TAXI-WAY. THE AIRCRAFT PROCEEDED DOWN THE RUNWAY WHICH CAUSED THE RIGHT WING TO COLLIDE WITH THE RUNWAY END IDENTIFIER LIGHTS (REIL).

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### Detail

Primary Flight Type:	PERSONAL
Secondary Flight Type:	PLEASURE
Type of Operation:	GENERAL OPERATING RULES
Registration Nbr:	4449T
Total Aboard:	1
Fatalities:	0
Injuries:	0
Landing Gear:	
Aircraft Weight Class:	UNDER 12501 LBS
Engine Make:	LYC
Engine Model:	O320E2A

Engine Group:	O320
Number of Engines:	1
Engine Type:	O

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### Environmental/Operations Info

Primary Flight Conditions:	UNKNOWN
Secondary Flight Conditions:	WEATHER NOT A FACTOR
Wind Direction(deg):	
Wind Speed(mph):	
Visibility(mi.):	
Visibility Restrictions:	
Light Condition:	DAY
Flight Plan Filed:	NONE
Approach Type:	

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### Pilot In Command

Pilot Certificates:	PRIVATE PILOT
Pilot Rating:	AIRPLANE SINGLE ENGINE LAND
Pilot Qualification:	QUALIFIED
Flight Time Total Hours:	93
Total in Make/Model:	65
Total in Last 90 days:	5
Total in last 90 days Make/Model:	

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### END REPORT



David W. Kocher

Overrun #6  
Unreported

Aviation Accident  
Investigation & Management



AIRCRAFT INFORMATION

N#            Year, make, and model: 1968, PIPER PA28-140

Aircraft Serial #            Airworthiness Certificate issued            Date           

Category            Cert. of Registration:            Name and Address           

Date of Issuance            Corp. ( ) Ind. ( ) Partnership ( )

Date of last Annual 8/31/07 Tach/Hobbs reading            Current Total A/F time.             
at last annual.

Annual performed by: SOLO AVIATION

Last 100 inspection 4-17-08 Tach/Hobbs reading 550.7  
Date

Date of Inspection of Aircraft            Tach/Hobbs reading           

Make and Model of Aircraft Engine(s)           

Left or only engine serial #            Right Serial #           

Time Since Major O/H(Lft)            Rt. Engine           

Aircraft Equipment (radios and special equip.)           

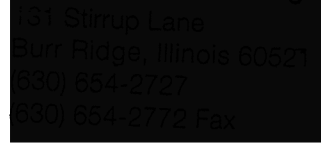
Condition of Aircraft (prior to accident)           

Any Major Damage History



David W. Kocher

Aviation Accident  
Investigation & Management



Assured: SOLO AVIATION

Address: 801 AIRPORT DRIVE  
ANN ARBOR, MI 48108

Policy # \_\_\_\_\_ Effective Date \_\_\_\_\_

Date of Loss 5-13-08 Location KARB

*STUDENT*  
PILOT INFORMATION

Name: \_\_\_\_\_ Address: \_\_\_\_\_

D/B \_\_\_\_\_

Pilot Certificate STUDENT Cert. # \_\_\_\_\_ Ratings \_\_\_\_\_  
(Type)

Date of Cert: 9-5-07

Pilot Medical Cert. THIRD Date \_\_\_\_\_  
(Class)

Limitations: \_\_\_\_\_

(Pilot History)

Total Logged Hours 67.0 Last 90 Days 21.1 Last 30 Days 7.2

Make and Model of Aircraft Involved In This Loss: Logged Hours:

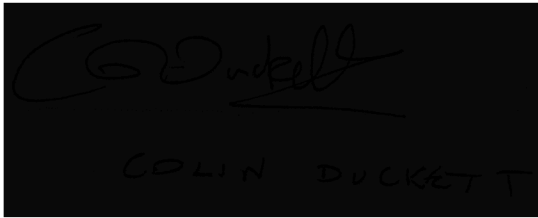
Last Biennial Flight Review \_\_\_\_\_ If student, instructor's name and last date \_\_\_\_\_

instruction given: \_\_\_\_\_

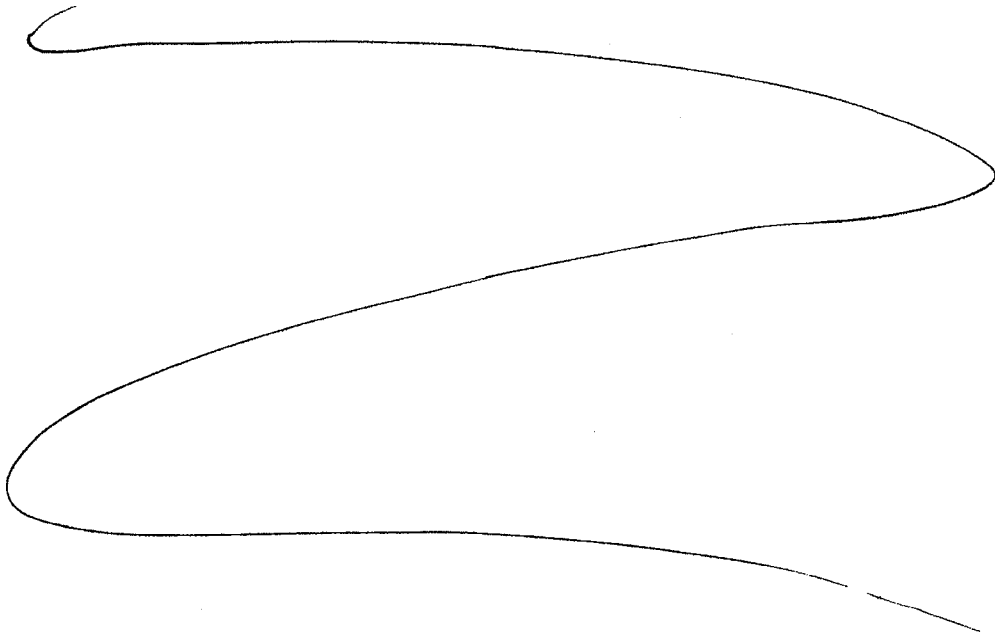
Prior Accidents (Where, when, and summary of accident): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I had been in the air for ~1hr, staying in the pattern, doing T+G's. I had landed fine, there was a X wind at ~150°, 5k, and was taking off. Flaps were up, everything felt fine, aileron into the wind, right rudder, and ~~on takeoff~~ as I was increasing speed I veered to the left. I tried to correct with more right foot. Can't remember whether I put in more or less aileron. I made the decision to abort the landing. Couldn't slow down to make the turn to the right. So I decided to go straight into the grass.



5/13/08



Overrun #7  
Unreported



Overrun #8  
Unreported



18 13:11

Unknown #10
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## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	ACCIDENT AND INCIDENT DATABASE
Report Number:	20020312011749G
Local Date:	12-MAR-02
Local Time:	
City:	ANN ARBOR
State:	MI
Airport Name:	ANN ARBOR MUNI
Event Type:	INCIDENT - GENERAL AVIATION
Mid Air Collision:	NOT A MIDAIR

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### AIRCRAFT INFORMATION

Aircraft Damage:	MINOR
Aircraft Make:	PIPER
Aircraft Model:	PA-28
Aircraft Series:	PA-28-140
Airframe Hrs:	
Operator:	

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### NARRATIVE

(-23) AT 1256 LOCAL EST, N56591, PIPER PA28, STUDENT PILOT SOLO, LANDED ON RUNWAY 24, LOST CONTROL AND WENT OFF RUNWAY INTO GRASS. DAMAGE CAUSED TO PROPELLER BLADE AS RESULT OF STRIKING RUNWAY LIGHT.

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### Detail

Primary Flight Type:	INSTRUCTION
Secondary Flight Type:	TRAINING
Type of Operation:	GENERAL OPERATING RULES
Registration Nbr:	56591
Total Aboard:	1
Fatalities:	
Injuries:	
Landing Gear:	
Aircraft Weight Class:	UNDER 12501 LBS
Engine Make:	
Engine Model:	
Engine Group:	

Number of Engines: 1  
Engine Type:

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### Environmental/Operations Info

Primary Flight Conditions: VISUAL FLIGHT RULES  
Secondary Flight Conditions: WEATHER NOT A FACTOR  
Wind Direction(deg):  
Wind Speed(mph):  
Visibility(mi.):  
Visibility Restrictions:  
Light Condition: DAY  
Flight Plan Filed: UNKNOWN  
Approach Type:

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### Pilot In Command

Pilot Certificates: STUDENT  
Pilot Rating: NO RATING (OR STUDENT ONLY)  
Pilot Qualification: QUALIFIED  
Flight Time Total Hours: 31  
Total in Make/Model: 31  
Total in Last 90 days: 25  
Total in last 90 days Make/Model:

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### END REPORT

Unknown #11
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## ASIAS BRIEF REPORT

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### GENERAL INFORMATION

Data Source:	ACCIDENT AND INCIDENT DATABASE
Report Number:	20060816019519G
Local Date:	16-AUG-06
Local Time:	
City:	ANN ARBOR
State:	MI
Airport Name:	ANN ARBOR MUNI
Event Type:	INCIDENT - GENERAL AVIATION
Mid Air Collision:	NOT A MIDAIR

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### AIRCRAFT INFORMATION

Aircraft Damage:	MINOR
Aircraft Make:	CESSNA
Aircraft Model:	CE-414
Aircraft Series:	CE-414-A
Airframe Hrs:	5013
Operator:	

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### NARRATIVE

(-23) PILOT REPORTED THAT UPON LANDING, AS HE APPLIED BRAKE PRESSURE, THE LEFT BRAKE PEDAL STARTED TO GO TO THE FLOOR, BUT NOT ALL THE WAY DOWN. HE STATED THAT AT THIS POINT, HE LOST DIRECTIONAL CONTROL. PILOT STATED THAT AS HE WAS NOT SLOWING SUFFICIENTLY TO MAKE THE TURNOFF AT THE END OF THE RUNWAY, HE PULLED BACK ON HIS YOKE AND HEADED FOR THE GRASSY AREA AT THE EDGE OF THE RUNWAY. THERE HE IMPACTED WITH 3 RUNWAY EDGE LIGHTS, WITH HIS R/H PROPELLER.

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### Detail

Primary Flight Type:	PERSONAL
Secondary Flight Type:	NONE OR OTHER
Type of Operation:	GENERAL OPERATING RULES
Registration Nbr:	414SM
Total Aboard:	5
Fatalities:	0
Injuries:	0
Landing Gear:	
Aircraft Weight Class:	UNDER 12501 LBS
Engine Make:	
Engine Model:	
Engine Group:	
Number of Engines:	2
Engine Type:	

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**Environmental/Operations Info**

Primary Flight Conditions:	VISUAL FLIGHT RULES
Secondary Flight Conditions:	WEATHER NOT A FACTOR
Wind Direction(deg):	
Wind Speed(mph):	
Visibility(mi.):	
Visibility Restrictions:	
Light Condition:	DAY
Flight Plan Filed:	UNKNOWN
Approach Type:	

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**Pilot In Command**

Pilot Certificates:	COMMERCIAL PILOT
Pilot Rating:	AIRPLANE SINGLE, MULTI-ENGINE LAND
Pilot Qualification:	NO MEDICAL CERTIFICATE/EXPIRED
Flight Time Total Hours:	4050
Total in Make/Model:	3607
Total in Last 90 days:	24
Total in last 90 days Make/Model:	

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**END REPORT**