

Path of travel of aircraft
from runway 22 touch-
down markings.

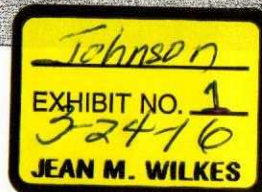
Right main tire mark
visible on runway for
about 1,130 ft.

Left main tire mark
visible for about 100 ft.

Testing point of
aircraft: 120 ft from
CY threshold line

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Google earth





SARASOTA MANATEE AIRPORT AUTHORITY
6000 Airport Circle, Sarasota, FL 34243-2105 Tel: (941) 359-6200

AIRCRAFT INCIDENT/ACCIDENT REPORT

Notified By : ATCT

Date and Time of Notification: 2015-09-27 19:06

Incident/Alert Type: Alert III

Responding Units: ARF 1, ARF 3, ARF 4, Ops, APD

Notified Via: ARFF-ATC Hotline

Aircraft Information

Registration: N622PG

Make: Cessna Model : Citation 550

Which is a: Multi-Turbine Engine

Pilot Information

Name: Jeffrey Brett Sack

Certificate #: [REDACTED]

Certificate Type: ATP

Address: [REDACTED]

Telephone: [REDACTED]

Incident Details

Number of persons aboard: 2

Details of Incident:

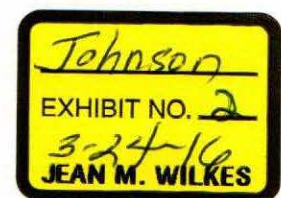
Passenger Information:

Christine Jean Johnson

[REDACTED]
Sarasota, FL 34233

Phone: [REDACTED]

Birth Date: [REDACTED]



At approximately 1906 Mr. Sack landed a Cessna Citation 550 (N622PG) on RY 22. Mr. Sack stated that he landed on the numbers (22) and then deployed the reverse thrusters. Approximately 500 ft pass mid field, reverse thrust was discontinued while the brakes were applied. The aircraft then left the RY

at the approach end of RY 04 approximately 100 ft into the grass safety area. Ops, ARFF and APD responded. Upon arrival at the scene both pilot and passenger were seen exiting the aircraft. Both were directed away from the aircraft and ARFF proceeded to secure the crash site. No serious injuries were reported. Both pilot and passengers refused transport to hospital for evaluation. RY 04/22 closed until further notice.

Airport 1, 3 and Facilities personnel responded. Sun Coast Crane was contacted and responded to assist in removal of the aircraft and transport to West Coast Aviation at Dolphin Aviation.

FSDO Bob Blake was contacted [REDACTED] and permission to remove the aircraft was granted. Beverley Mealler, FAA Regional Operation Center [REDACTED] contacted.

The aircraft was eventually removed at 2255 and transported to West Coast Aviation. Condition I.

Weather Conditions: METAR text: KSRQ 272253Z 00000KT 10SM FEW022 FEW031 27/25 A2989 RMK AO2 SLP121 T02720250 Conditions at: KSRQ (SARASOTA/BRADENT, FL, US) observed 2253 UTC 27 September 2015 Temperature: 27.2°C (81°F) Dewpoint: 25.0°C (77°F) [RH = 88%] Pressure (altimeter): 29.89 inches Hg (1012.3 mb) [Sea-level pressure: 1012.1 mb] Winds: calm Visibility: 10 or more miles (16+ km) Ceiling: at least 12,000 feet AGL Clouds: few clouds at 2200 feet AGL few clouds at 3100 feet AGL Weather: no significant weather observed at this time



Jeffrey B. Sack's Written Statement Concerning the Events of September 27, 2015 Regarding the approach and landing of N622PG into KSRQ:

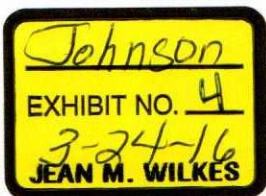
I departed Boca Raton (KBCT) in N622PG, on Sunday, September 27, 2015 headed on an IFR flight plan for KSRQ (Sarasota-Bradenton International Airport). After takeoff, I was going through my normal after take-off checklists, KBCT tower called me. Tower told me that N622PG's right landing gear did not retract. Then the same controller advised me that the right gear did indeed retract. I had no unusual indications about the landing gear in the cockpit. The landing gear lights indicated that the landing gear had retracted. I heard no unusual sounds or pitch changes. No abnormal warning lights came on. All indications told me that the landing gear had in fact retracted. I continued to climb and engaged the autopilot at about 1500 feet AGL.

After departure from KBCT, I was eventually cleared to FL200, the final altitude ATC provided. The flight itself was uneventful. We were cleared direct to ROGAN and then eventually given a descent to cross 25 nautical miles southeast of Sarasota and maintain 5000 feet. I complied with this instruction. I did not have to deviate for weather. The plane has NEXRAD and RADAR, both of which I used throughout the flight to keep updated on the weather picture. Before the initial descent, I started checking the ATIS at Sarasota. I do not remember all the specific numbers, but the airport was VFR, the winds were relatively light, and the ATIS indicated that they were landing both Runways 14 and 22.

Normally, I would plan on landing either Runway 14 or 32 at KSRQ because these are the longest runways (I should mention that KSRQ is my home base). However, there was a line of thunderstorms north of the airport and some additional activity west of the airport, which I noticed on NEXRAD. It was partly for this reason that I elected to ask for the RNAV 22 approach into the airport. N622PG is equipped with dual 750GTN navigators, and I would have the benefit of an LNAV/VNAV approach with vertical guidance. There was no indication of recent rain over the field and it was my understanding that all the runways were dry.

After being handed off to Tampa Approach on 119.65, I was cleared down to 4000 feet and then subsequently to 3000 feet. I asked the Tampa approach controller if I could get the RNAV 22 into Sarasota, and the controller acknowledged that I could expect the RNAV 22 approach, as requested. I believe I was approximately 10 or 15 nm west - southwest of the airport when the approach controller cleared me down to 2000' and direct to ERICO, which is the IAF for the RNAV 22.

I had already loaded the approach in the GTN750 and once cleared proceeded direct to ERICO, the IAF. I had already started slowing the aircraft up and upon arrival at ERICO, I added one notch of flaps and had the plane slowed to 145-150 KIAS. I had calculated my landing weight both before ever taking off and again during my approach checklist. I estimated that my landing weight was approximately 11,200 lbs. and that Vref



with full flaps would be 99-100 KIAS. (Vref with full flaps is 99 at 10,500 lbs. and 104 at 11,500 lbs.) I reviewed the landing charts and calculated that my no wind landing distance was between 2010 and 2100 feet (I always calculate my landing distance with no headwind so that any headwind then becomes a safety factor and shortens the actual landing requirement. Runway 22 at KSRQ is 5009 feet long.

Once I was inbound on the approach, I double-checked that the GTN750 was annunciating LNAV/VNAV and set my landing bug for Vref. There are 3 bugs on the pilot's airspeed indicator in N622PG, the the original bug and 2 "aftermarket" bugs. I did not make use of the aftermarket bugs and moved them out of the way so the original bug could be on the 99-100 kts. indication and clearly visible. I believe I also set the same bug on the copilot's airspeed indicator to the same Vref for full flaps at 99-100.

Once the "glideslope" became active, I then waited to 1 dot down on the HSI and ADI and put the landing gear down. When the landing gear came down, I was at approximately 130-135 KIAS and still slowing the aircraft. At approximately 900 feet on the altimeter, I put full flaps down. The last notch of full flaps slowed me to approximately 115 KIAS and during the last 500-700 feet of the approach, I did nothing but continued to monitor the instruments and tweak the power back 2-3% N1 to the 56-57% N1 range, which slowed me to the Vref + 5 range. I remained at this speed and on the glideslope the entire time. It was a very stable approach with an average descent rate of 6-700 ft/minute. The autopilot remained engaged until approximately 350 feet AGL, at which time I disengaged the autopilot and hand flew the remainder of the landing. During the final approach, VASI was indicating two white and two red the entire time.

When I crossed the threshold for Runway 22, the airplane was correctly configured with landing gear down, 3 in the green, and FULL FLAPS. I went power idle at 50 feet. I crossed the numbers at 98-99 kts (AOA indicating approximately .8) and performed what I thought was an uneventful flair and landing. Immediately upon touchdown (which was shortly after the numbers), I engaged the speed brakes, brakes and thrust reversers. Before reaching the intersecting runway (14-32) I had already slowed to 60 KIAS and put the thrust reversers in idle reverse. The landing was so on the numbers and I had slowed down so much that I considered making a turn off on taxiway A, just after the intersection of the crossing runway. However, that would have required maximal braking effort and because there was so much runway left, I decided to continue to taxi to the next taxiway - taxiway D - which is just before the end of the runway. It was during this taxi phase that I kept my feet off the brakes and started cleaning up the aircraft putting the flaps into TO/App position, retracting the speed brakes, stowing the thrust reversers, and maintaining directional control. Throughout this phase of the landing I was going so slow that there was no speed registered on the airspeed indicator. It is my estimate that the aircraft was moving in the 20-25 KIAS range during this time.

I continued taxiing down the remainder of the runway like that until I got close to the last taxiway (Taxiway D) at which time I applied brakes and immediately realized that nothing was happening. I even screamed a comment to my passenger at this point that

"we have no brakes!" I tried pumping the brakes for a couple seconds, but still nothing happened. I had two options at this point. I could have elected to turn right off the runway onto taxiway Delta (or left onto Bravo) or proceed straight ahead off the runway. As PIC, I made the decision to continue straight ahead as (a) there was grass and no obstructions at the end of the runway and (b) doing so avoided the shearing stress on the gear from trying to make the turn off the runway. My concern was to avoid shearing off the outside gear, possibly impacting the wing and fuel tanks with the ground, and risking a fire.

At this point, I did several things immediately: I redeployed the speed brakes, redeployed the thrust reversers, and grabbed the emergency brake handle. I got one pull of the handle and was pushing it back in to pull again when I rolled off the runway. (My feet were off the brake pedals while pulling the emergency brake handle as recommended in the POH.) I estimate that the aircraft was under 20-25 KIAS when I rolled off the runway. Unfortunately, the ground at the end of the runway had at least several inches of mud and the aircraft came to an abrupt stop approximately 20-25 feet past the runway.

At the abrupt stop in the mud, my right arm instinctively went in front of my passenger in the right seat to protect her. I put the throttles into cut off position immediately and then turned the battery switch off. I then immediately got up to open the door and told my passenger to exit the aircraft immediately. I waited several seconds for her to exit the aircraft, and I followed immediately after her. We walked away from the plane and the fire trucks and rescue team arrived shortly thereafter.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility:

Sarasota ATCT

2. Report Number:

SRQ-ATCT-0000

4. Location of Occurrence:

sarasota, FL

3. Aircraft Identification and Type:

N622PG, C550

5. Date/Time of Occurrence (UTC):

October 03, 2015; 1639 UTC

6. Name (Operating Initials):

Phillip T. Lawrence (FL)

7. Title:

ATCS

8. Position and Time (UTC):

LCI LC 2305-0124 UTC

9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. TEXT OF STATEMENT:

☒ ORIGINAL ☐ SUPPLEMENTAL

I observed N622PG land at the approach end of runway 22 in the vicinity of the aiming point. As N622PG rolled through the intersecting runway (14/32) I began to notice they might be a bit fast, but I did not expect the aircraft to be unable to safely turn off the runway at the end. When the aircraft came to a stop, I asked if they were off the runway, and when I did not get a reply, I initiated notification to ARFF via the crash phone.

11. Signature of Witness:

12. Date of Signature:

10/3/15



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

4. Location of Occurrence:

sarasota, FL

1. Name of Reporting Facility:

Sarasota ATCT

2. Report Number:

SRQ-ATCT-0000

3. Aircraft Identification and Type:

N622PG, C550

5. Date/Time of Occurrence (UTC):

October 03, 2015; 1639 UTC

6. Name (Operating Initials):

Timothy P. Piatek (AG)

7. Title:

ATCS

8. Position and Time (UTC):

LCI LC 2145-2304 UTC

9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. TEXT OF STATEMENT:

☐ ORIGINAL ☐ SUPPLEMENTAL

CITATION 622PG LANDED RWY 22. THE LANDING APPEARED NORMAL UNTIL THE AIRCRAFT ROLLED PAST ALPHA TAXIWAY, WHERE THE AIRCRAFT APPEARED SLIGHTLY FAST.

11. Signature of Witness:

12. Date of Signature:

10-4-2015

FAA Form 8020-26 (12-14)

SRQ-ATCT-0000

N622PG

September 29, 2015

RE: N622PG
Flight From KBCT - KSRQ on 09/27/2015

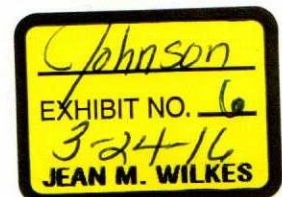
To Whom It May Concern::

Enclosed is the information you requested including a summary of the flight from KBCT to KSRQ on September 27, 2015, which eventually terminated in N622PG rolling off the end of runway 22 at KSRQ at approximately 7:04 pm.

The plane is owned by Woody Wolverton (through a company called WSJ Rental of Sarasota I believe). I have been Mr. Wolverton's instructor in this aircraft. I was asked several months ago to work with Mr. Wolverton and over this time frame have performed both ground and flight training to Mr. Wolverton in an attempt to have him gain the proficiency required to meet the practical test standards for the CE500 type rating requirements of the ATP/Type Rating PTS. Mr. Wolverton was successful in passing the check ride for the initial type rating on 6/24/2015 after completing an oral and flight check ride with Walt Bradshaw, DPE.

Mr. Wolverton and I had a verbal agreement that if I ever needed to fly his aircraft, that I was welcome to do so. He gave me a copy of the key for the aircraft several months ago. I phoned Mr. Wolverton the morning of the above flight and asked if it was ok to use the aircraft that day for a personal flight to the east coast of Florida and back. He reiterated that I was welcome to use the aircraft anytime as we had previously agreed.

I filed an IFR flight plan for the flight from KBCT to KSRQ through fltplan.com to depart at 17:45 local time. The route file was LMORE ROGAN at FL220. The estimated duration of the flight was 43 minutes and I calculated that the flight would require 960 lbs. of fuel. When I took off from Boca, I had approximately 3200 lbs. of fuel on board. I checked the weather repeatedly throughout the afternoon, as there were several Thunderstorms in the area. However, at the time of expected arrival, KSRQ was forecast to be VFR



and no alternate was required. I had sufficient fuel for the 43-minute flight plus approximately 2 additional hours at normal cruise.

When my passenger Chrissey Johnson and I arrived at KBCT, our departure was delayed approximately 35-40 minutes because of a thunderstorm that was passing overhead the airport. There was visible lightning close to the field. I had no reason to get back to Sarasota at any particular time, so I opted to wait until the cell passed. The cell passed and I rechecked the weather and did a thorough preflight of the aircraft. The preflight included (but not limited to) checking the gauges in the front right of the nose and tail cone section, which includes the windshield alcohol level, nitrogen bottle level, power brake accumulator, and power brake fluid level indicators (2), hydraulic sight gauge and fire bottles. All gauges checked out normal. The nitrogen bottle was at the top of the green. I took off at approximately 18:30.

After take off and as I was going through my normal after take off checks, I received a call from Boca tower. They said that it appeared that my right landing gear did not go up. This was immediately followed by word from the same controller that right landing gear did appear to be up. I had no abnormal indications in the cockpit. The landing gear lights extinguished normally, and I did not notice any abnormal sounds or pitch changes. There were no abnormal warning lights and all indications were that the landing gear had come up normally. At approximately 1500 ft, I engaged the Autopilot.

I was handed off to Palm Beach departure and then Miami Center. The flight was eventually cleared to FL200, which was the final altitude given. The remainder of the flight was uneventful. We were cleared direct to ROGAN and then eventually given a descent to cross 25 nm SE of Sarasota at maintain 5000, which I complied with. I did not have to deviate for weather. The plane has NEXRAD and RADAR, both of which I used throughout the flight to keep updated on the weather picture. Prior to or early in the initial descent I started checking the ATIS at Sarasota. I do not remember all the specific numbers but the airport was VFR, the winds were relatively light and the ATIS said that they were landing both Runway 14 and Runway 22.

Normally, I would plan on landing either Runway 14 or 32 at KSRQ as these are the longest runways (I should mention

that KSRQ is my home base). However, there was a line of thunderstorms North and some additional activity West of the airport, which I noticed on NEXRAD. It was partly for this reason that I elected to ask for RNAV 22 approach into the field. N622PG is equipped with dual 750GTN navigators and I would have the benefit of an LNAV/VNAV approach with vertical guidance. There was no indication of recent rain over the field and it was my understanding that all the runways were dry.

After being handed off to Tampa approach on 119.65, I was cleared down to 4000' and then subsequently 3000'. I asked the approach controller if I could get the RNAV 22 into Sarasota and the controller acknowledged that I could expect the RNAV 22 approach as requested. I believe I was approximately 10 or 15 nm west - southwest of KSRQ when the approach controlled cleared me down to 2000' and direct to ERICO, which is the IAF for the RNAV 22.

I had already loaded the approach in the GTN750 and once cleared proceeded direct to ERICO. I had already started slowing the aircraft up and upon arrival at ERICO, I added one notch of flaps and had the plane slowed to 145-150Kts. I had calculated my landing weight both prior to ever taking off and again during my approach checklist. I estimated that my landing weight was approximately 11,200 lbs. and that Vref with full flaps would be 99-100. (Vref with full flaps is 99 at 10,500 lbs. and 104 at 11,500 lbs.) I reviewed the landing charts and calculated that my no wind landing distance was between 2010 and 2100 feet (I always calculate my landing distance with no headwind so that any headwind then becomes a safety factor and shortens the actual landing requirement. Runway 22 at KSRQ is 5009 ft.

Once I was inbound on the approach, I double-checked that the GTN was annunciating LNAV/VNAV and set my landing bug for Vref. There are 3 bugs on the pilot's airspeed indicator. The original bug and 2 "aftermarket" bugs. I did not make use of the aftermarket bugs and moved them out of the way so the original bug could be on the 99-100 kts. indication and clearly visible. I believe I also set the same bug on the copilot's airspeed indicator to the same Vref for full flaps at 99-100.

Once the "glideslope" became active, I then waited to 1 dot down on the HSI and ADI and put the landing gear down. When the gear came down, I was at approximately 130-135 kts and

still slowing the aircraft. At approximately 900 ft on the altimeter, I put full flaps down. The last notch of full flaps slowed me to approximately 115 kts and during the last 500-700 ft of the approach, I did nothing but continued to monitor the instruments and tweak the power back 2-3% N1 to the 56-57% N1 range, which slowed me to Vref to Vref + 5 range. I remained at this speed and on the glideslope the entire time. It was a very stable approach with an average descent rate of 6-700 ft/min. The autopilot remained engaged until approximately 350 ft. AGL, at which time I disengaged the AP and hand flew the remainder of the landing.

When I crossed the threshold for Runway 22, the airplane was correctly configured with landing gear down, 3 in the green, and FULL FLAPS. I went power idle at 50ft. I crossed the numbers at 98-99 kts (AOA indicating approximately .8) and performed what I thought was an uneventful flair and landing. Immediately upon touchdown (which was shortly after the numbers. VASI was indicating 2 white and 2 red the entire time) I engaged the speed brakes, brakes and thrust reversers. Prior to reaching the intersecting runway (14-32) I had already slowed to 60kts and put the thrust reversers in idle reverse. The landing was so on the numbers and I had slowed down so much that I considered making a turn off on taxiway A, just after the intersection of the crossing runway. However, that would have required maximal braking effort and since there was so much runway left, I decided to continue to taxi to the next taxiway, which is just before the end of the runway. It was during this taxi that I kept my feet off the brakes and started cleaning up the aircraft putting the flaps into TO/App position, retracting the speed brakes, stowing the thrust reversers and maintaining directional control. Throughout this phase of the landing I was going so slow that there was no speed registered on the airspeed indicator. It is my estimate that the aircraft was moving in the 20-25 kt. range.

I continued taxiing down the remainder of the runway like that until I got close to the last taxiway at which time I applied brakes and immediately realized that nothing was happening. I even screamed a comment to my passenger at this point that "We have no brakes!" I tried pumping the brakes for a couple seconds but still nothing happened. I had two options at this point. I could have elected to turn right off the runway onto taxiway Delta (or left onto Bravo) or proceed straight ahead off the runway. As PIC, I

made the decision to continue straight ahead as there was grass and no obstruction's at the end of the runway and avoid the shearing stress on the gear from trying to make the turn off the runway. My concern was for avoiding shearing off the outside gear, possibly impacting the wing and fuel tanks with the ground and risking a fire.

At this point I did several things immediately: I redeployed the speed brakes, redeployed the thrust reversers, and grabbed the emergency brake handle. I got one pull of the handle and was pushing it back in to pull again when I rolled off the runway. (My feet were off the brake pedals while pulling the emergency brake handle as recommended in the POH.) I estimate that the aircraft was under 20-25 kts when I rolled off the runway. Unfortunately, the ground at the end of the runway had at least several inches of mud and the aircraft came to an abrupt stop approximately 20-25 ft past the runway.

At the abrupt stop in the mud, my right arm instinctively went in front of my passenger in the right seat to protect her. I put the throttles into cut off position immediately and then turned the battery switch off. I then immediately got up to open the door and told my passenger to exit the aircraft immediately. I waited several seconds for her to exit the aircraft, and I followed immediately after her. We walked away from the plane and the fire trucks and rescue team arrived shortly thereafter.

Jeffrey Sack, ATP, CFI-I, MEI-I

