



# Aviation Investigation Final Report

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<b>Location:</b>	Union City, Tennessee	<b>Accident Number:</b>	ERA20CA048
<b>Date &amp; Time:</b>	December 1, 2019, 07:00 Local	<b>Registration:</b>	N991WS
<b>Aircraft:</b>	Cirrus SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, while landing, the airplane encountered a crosswind gust and drifted left. At touchdown, a second gust lifted the right wing, the airplane drifted off the runway centerline, and the left wing impacted grass. The pilot added power; however, the left wing continued to drag in the grass, the airplane exited the runway, and the landing gear collapsed. Both wings sustained substantial damage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing with a gusting crosswind, which resulted in a runway excursion and the left wing impacting grass.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Effect on operation
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Dragged wing/rotor/float/other
Landing	Runway excursion
Landing	Landing gear collapse

### Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
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:	August 23, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 5, 2019
Flight Time:	1040 hours (Total, all aircraft), 165 hours (Total, this make and model), 935 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cirrus	<b>Registration:</b>	N991WS
<b>Model/Series:</b>	SR22 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2004	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1188
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 20, 2019 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	135 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1607 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO 550N27
<b>Registered Owner:</b>	Orthoair LLC	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	Orthoair LLC	<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>	Dawn
<b>Observation Facility, Elevation:</b>	UCY,345 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	07:15 Local	<b>Direction from Accident Site:</b>	30°
<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>	20 knots / 28 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.63 inches Hg	<b>Temperature/Dew Point:</b>	7°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Dickson, TN (M02 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Union City, TN (UCY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:35 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Everett-Stewart Rgnl UCY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	345 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6503 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.380001,-88.989997(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Spencer, Lynn
<b>Additional Participating Persons:</b>	Daniel P Merrell; FAA/FSDO; Memphis, TN Brannon Mayer; Cirrus Aircraft; Duluth, MN
<b>Original Publish Date:</b>	June 16, 2020
<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=100658">https://data.nts.gov/Docket?ProjectID=100658</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](#).