



Aviation Investigation Final Report

Location:	Hayward, Wisconsin	Accident Number:	CEN21LA280
Date & Time:	June 18, 2021, 12:20 Local	Registration:	N729SA
Aircraft:	CIRRUS DESIGN CORP SR22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot completed a short cross-country flight and checked the wind conditions at the destination airport. He reported the automated weather station was out of service but received weather and runway information from an air traffic controller and airport personnel. The on-board weather information reported the wind was 10 to 12 kts at a 60° crosswind angle, so he set up for a normal landing. The pilot added that when he was about 30 to 50 ft agl, the airplane was hit with a gust of wind. He pulled back on the controls and stalled the airplane. The airplane bounced onto the runway, so the pilot elected to do a go-around. He applied throttle; however, the airplane veered left and impacted a drainage ditch. During the accident, the nose landing gear collapsed, and the right wing sustained substantial damage. About the time of the accident, the automated weather reporting station located 23 miles northwest of the accident site reported, wind from 290° at 10 kts gusting to 21 kts.

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 gusting wind.

Findings

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

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	63,
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 7, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 25, 2020
Flight Time:	418 hours (Total, all aircraft), 210 hours (Total, this make and model), 265 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N729SA
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4890
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 17, 2021 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	183 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550
Registered Owner:	On file	Rated Power:	315
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOLG	Distance from Accident Site:	23 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	28°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Little Falls, MN (LXL)	Type of Flight Plan Filed:	IFR
Destination:	Hayward, WI	Type of Clearance:	IFR
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	Sawyer County HYR	Runway Surface Type:	Asphalt
Airport Elevation:	1216 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.028601,-91.445696(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Peter Hupfner; FAA FSDO; Milwaukee, WI Brad Miller; Cirrus Aircraft; Duluth, MN
Original Publish Date:	September 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103297

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](#).