



# Aviation Investigation Final Report

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<b>Location:</b>	Peyton, Colorado	<b>Accident Number:</b>	CEN22LA171
<b>Date &amp; Time:</b>	April 7, 2022, 19:50 Local	<b>Registration:</b>	N248G
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported he intended to land after sunset and did not activate the runway lighting. During final approach, the airplane collided with the airport windsock and landed next to the runway. During the landing roll the pilot maneuvered the airplane onto the runway and stopped on a taxiway. The airplane sustained substantial damage to the left wing when it impacted the windsock. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operations and that he misjudged the runway location.

## Probable Cause and Findings

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

The pilot's decision to not activate the runway lighting and misjudged the runway location, which resulted in a collision with a windsock.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Runway lighting - Decision related to condition
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Aircraft</b>	Heading/course - Not attained/maintained

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Collision during takeoff/land (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 11, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 26, 2021
<b>Flight Time:</b>	200 hours (Total, all aircraft), 85 hours (Total, this make and model), 151 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CIRRUS DESIGN CORP	<b>Registration:</b>	N248G
<b>Model/Series:</b>	SR22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2005	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1261
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 12, 2022 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	15.3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1861.2 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550-N
<b>Registered Owner:</b>	HALO LLC	<b>Rated Power:</b>	310 Horsepower
<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>	Dusk
<b>Observation Facility, Elevation:</b>	KFLY,6874 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	19:55 Local	<b>Direction from Accident Site:</b>	137°
<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>	8 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.32 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cedar City, UT (CDC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Peyton, CO (FLY)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Meadow Lake Airport FLY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6878 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6001 ft / 60 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.947656,-104.57201

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Michael Anderson; Federal Aviation Administration; Denver, CO
<b>Original Publish Date:</b>	July 1, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=104929">https://data.ntsb.gov/Docket?ProjectID=104929</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](#).