



# Aviation Investigation Final Report

<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		

## 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

<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

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

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 11, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 26, 2021
Flight Time:	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

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N248G
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1261
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 12, 2022 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	15.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1861.2 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	IO-550-N
Registered Owner:	HALO LLC	Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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

**Investigator In Charge (IIC):** Lindberg, Joshua

**Additional Participating Persons:** Michael Anderson; Federal Aviation Administration; Denver, CO

**Original Publish Date:** July 1, 2022

**Last Revision Date:**

**Investigation Class:** [Class 4](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=104929>

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