



Aviation Investigation Final Report

Location:	Nashville, Arkansas	Accident Number:	CEN22LA235
Date & Time:	June 6, 2022, 07:40 Local	Registration:	N787CD
Aircraft:	CIRRUS DESIGN CORP SR22	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed on a runway that was wet due to recent rain showers. As he applied the brakes, the airplane began to hydroplane, so he released braking pressure to regain directional control. The pilot then reapplied the brakes but was unable to stop the airplane on the remaining runway. The airplane subsequently impacted a fence off the end of the runway, which resulted in substantial damage to both wings. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operations. Following the accident, the pilot recognized he should have diverted to another airport.

Probable Cause and Findings

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

The pilot was not able to stop the airplane on a wet runway due to hydroplaning.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	48
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:	June 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 3, 2022
Flight Time:	486 hours (Total, all aircraft), 364 hours (Total, this make and model), 437 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N787CD
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0918
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 15, 2021 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	125 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2274 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed	Engine Model/Series:	IO-550 SERIES
Registered Owner:	On file	Rated Power:	310 Horsepower
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:	KDEQ,350 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	07:46 Local	Direction from Accident Site:	276°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	9 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	20°C / 18°C
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:	Little Rock, AR (LIT)	Type of Flight Plan Filed:	None
Destination:	Nashville, AR (M77)	Type of Clearance:	VFR
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Howard County Airport M77	Runway Surface Type:	Asphalt
Airport Elevation:	553 ft msl	Runway Surface Condition:	Wet
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3994 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.997161,-93.83951 (est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Danny Brickey; Flight Standards District Office; Little Rock , AR
Original Publish Date:	July 20, 2022
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=105209

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](#).