



Aviation Investigation Final Report

Location:	Siler City, North Carolina	Accident Number:	ATL07CA035
Date & Time:	January 28, 2007, 13:15 Local	Registration:	N221GW
Aircraft:	Cirrus Design SR-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was simulating an engine out approach and "after crossing the airport boundary, the aircraft seemed to enter into a higher sink rate and slight power was added. A left turn to align with runway 22 was steeper than planned and the left wing lost lift striking the runway." The airplane then hit a taxiway embankment of about 2 to 3 feet high. The airplane bounced over the embankment and continued into a swallow drainage ditch filled with large drainage rock. The pilot recommended he should "plan training maneuvers more thoroughly, anticipate aircraft performance in all configurations [and] terminate the maneuver as quickly as possible if events warrant, do not try to 'Salvage' a maneuver."

Probable Cause and Findings

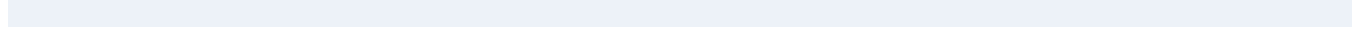
The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to perform an aborted landing which resulted in an inflight collision with the runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND



Factual Information

According to the pilot, he departed Raleigh Durham, North Carolina at about 1230 eastern standard time for a training/refueling flight to Siler City Municipal Airport in Siler City, North Carolina. While enroute a series of stalls, steep turns and slow flight was performed. After completing the air work it was decided to practice a simulated engine-out into Siler City. The pilot stated that "after crossing the airport boundary, the aircraft seemed to enter into a higher sink rate and slight power was added. A left turn to align with runway 22 was steeper than planned and the left wing lost lift striking the runway." The airplane hit a private taxiway embankment of about 2 to 3 feet high. It bounced over the embankment and continued into a swallow drainage ditch filled with large drainage rock. The airplane came to rest upright and facing away from the runway.

The pilot recommended he should "plan training maneuvers more thoroughly, anticipate aircraft performance in all configurations [and] terminate the maneuver as quickly as possible if events warrant, do not try to "Salvage" a maneuver."

Examination of the airplane by an FAA inspector found substantial damage to the left wing, propeller, engine cowl, and landing gear. There were no mechanical problems reported by the pilot or discovered during the post-accident examination of the airplane.

Pilot Information

Certificate:	Flight instructor; Private	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 1, 2005
Flight Time:	1613 hours (Total, all aircraft), 520 hours (Total, this make and model), 1554 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus Design	Registration:	N221GW
Model/Series:	SR-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0381
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 1, 2006 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	792 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO550N7
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:	BUY	Distance from Accident Site:	
Observation Time:	12:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	11°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Raleigh, NC (RDU)	Type of Flight Plan Filed:	None
Destination:	Siler City, NC (5W8)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Timothy Haley; Greensboro FSDO; Greensboro, NC
Original Publish Date:	March 26, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65279

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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](#).