



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Roseboro, North Carolina	Accident Number:	MIA08CA112
Date & Time:	June 5, 2008, 19:00 Local	Registration:	N300PB
Aircraft:	Cirrus Design Corp. SR22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that while he was attempting a takeoff on runway 26, an approximate 1,800-foot-long turf runway, the airplane suddenly made a hard left turn, and he lost control of the airplane. The left wingtip struck the ground and the airplane spun around in the opposite direction. The pilot said that at that moment he did not know what happened. However, he and the passenger exited the airplane, and a post crash fire erupted. Examination of the airplane revealed no mechanical or flight control anomalies. An examination of the turf runway revealed three landing gear tire tracks along the left side, and at the beginning of runway 26. It was also noted that after a ground roll of approximately 200 feet, the tire tracks drifted across the centerline of runway 26, toward the right side. After a ground roll of approximately 620 feet, the airplane rolled through a dip, and then drifted back to the centerline. After a ground roll of approximately 780 feet, the nose landing gear tire track was no longer present. Additionally, after a ground roll of approximately 880 feet, the main landing gear tracks were no longer present. The reported wind at an airport near the accident site, about the time of the accident, was from 240 degrees at 9 knots.

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 of the airplane during takeoff roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Abnormal runway contact
Post-impact	Fire/smoke (post-impact)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	255 hours (Total, all aircraft), 55 hours (Total, this make and model), 255 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus Design Corp.	Registration:	N300PB
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0553
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 2007 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	759 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550
Registered Owner:	David L. Edge	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFAY, 189 ft msl	Distance from Accident Site:	
Observation Time:	18:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Roseboro, NC (NONE)	Type of Flight Plan Filed:	None
Destination:	LUMBERTON, NC (LBT)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	

Airport Information

Airport:	Private Airstrip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	1800 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.906387,-78.573059

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Richard Litka; FAA/FSDO; Greensboro, NC
Original Publish Date:	August 28, 2008
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=68173

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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](#).