



Aviation Investigation Final Report

Location:	Laramie, Wyoming	Accident Number:	LAX08CA189
Date & Time:	June 24, 2008, 09:35 Local	Registration:	N877CM
Aircraft:	Cirrus Design Corp. SR22	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot performed a normal landing approach and said he flew over the numbers at his normal airspeed of 77 knots. The airplane floated as the pilot began the flare, and he noticed that the ground speed was very fast. He continued the flare and realized that the airplane was about 10 to 15 feet above the runway when the stall warning horn sounded. The pilot applied full power and right rudder to perform a go-around, but the airplane did not climb as expected and drifted to the left. He also added right aileron control inputs to maintain airplane control, but the airplane continued to descend, and the left wing touched the ground and hit a taxiway light. The airplane veered off the runway and impacted the ground before coming to rest upright. The winds at the time were from 220 degrees at 6 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 attain and maintain an adequate airspeed during a go around, that resulted in a stall/mush. Contributing to the accident was the tailwind condition.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Not specified
Environmental issues	Runway/taxi/approach light - Contributed to outcome

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Aerodynamic stall/spin
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	47,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	January 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	572 hours (Total, all aircraft), 222 hours (Total, this make and model), 37 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus Design Corp.	Registration:	N877CM
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1430
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	May 1, 2008 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	344.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-N
Registered Owner:	Dewayne Keiper	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAR,7284 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sioux Falls, SD (FSD)	Type of Flight Plan Filed:	IFR
Destination:	Laramie, WY (LAR)	Type of Clearance:	None
Departure Time:	07:50 Local	Type of Airspace:	

Airport Information

Airport:	Laramie Regional Airport LAR	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6300 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.30722,-105.671669

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	John J Muldoon; Federal Aviation Administration; Denver, CO
Original Publish Date:	July 30, 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=68273

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](#).