



Aviation Investigation Final Report

Location:	Sirdal,	Accident Number:	CEN10WA331
Date & Time:	May 28, 2010, 17:08 UTC	Registration:	LN-BCD
Aircraft:	Cirrus Design Corporation SR20	Aircraft Damage:	Substantial
Defining Event:	Structural icing	Injuries:	4 None
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

Enroute-cruise	Structural icing (Defining event)
Enroute-cruise	Miscellaneous/other
Enroute-cruise	Off-field or emergency landing

On May 28, 2010, at 1708 coordinated universal time (UTC), a Cirrus Design Corporation model SR20 airplane, s/n 1888, Norwegian registration LN-BCD, was substantially damaged when it impacted mountainous terrain near Sirdal, Norway. The flight had encountered structural icing at 9,000 feet mean sea level (msl) and the pilot subsequently deployed the Cirrus Airframe Parachute System (CAPS) at 3,000 feet msl. The pilot and 3 passengers were not injured. Instrument meteorological conditions with reported structural icing prevailed at the assigned cruise altitude of 9,000 feet msl. The flight departed Stavanger Airport (ENZV) near Stavanger, Norway, and was en route to Jarlsberg Airport (ENJB), near Jarlsberg, Norway.

The investigation is under the jurisdiction of the Norwegian government. Further information may be obtained from:

Accident Investigation Board of Norway
P.O. Box 213
N-2001 Lillestrøm
Norway

Phone: + 47 63 89 63 00
Fax: + 47 63 89 63 01
E-mail: post@aibn.no
Webpage: <http://www.aibn.no>

This report is for informational purposes only and contains only information released by or obtained from the Accident Investigation Board of Norway.

Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus Design Corporation	Registration:	LN-BCD
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	1888
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental Motors
ELT:		Engine Model/Series:	IO-360-ES
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Foreign air carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Stavanger (ENZV)	Type of Flight Plan Filed:	Unknown
Destination:	(ENJB)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	59.077777,6.974722(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Jon Sneltvedt; Accident Investigation Board of Norway; Lillestrom, Norway Bradley T Miller; Cirrus Aircraft; Duluth, MN Fred Barber; Avidyne Corporation; Lincoln, MA
Original Publish Date:	November 3, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=76379

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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](#).