



Aviation Investigation Final Report

Location:	Le Pin,	Accident Number:	CEN14WA105
Date & Time:	January 6, 2014, 07:00 UTC	Registration:	F-HAPH
Aircraft:	CIRRUS DESIGN CORP. SR22	Aircraft Damage:	Destroyed
Defining Event:	Loss of engine power (total)	Injuries:	2 None
Flight Conducted Under:			

Analysis

Probable Cause and Findings

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

Findings

Factual Information

History of Flight

Enroute	Loss of engine power (total) (Defining event)
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On January 6, 2014, approximately 0700 coordinated universal time, a Cirrus SR22 airplane, F-HAPH, lost engine power, deployed the parachute system, and touched down near Le Pin, France. The pilot and passenger were not injured. The flight departed the Grenoble–Isère Airport (LFLS), Grenoble, France, and was en route to the Lyon-Bron Airport (LFLY), Bron, France.

According to initial information provided by investigators, the airplane was cruising at flight level 90, about 9,000 feet, when the engine began to lose power. The pilot deployed the Cirrus Airframe Parachute System (CAPS) and the airplane descended into a field.

The accident investigation is under the jurisdiction and control of the French government. This report is for information purposes only and contains only information released by or obtained from the French government. Further information pertaining to this accident may be obtained from:

Aircraft Accident Investigation Bureau
Bureau d'Enquêtes et d'Analyses (BEA)
Zone Sud
200 rue de Paris
Aéroport du Bourget
93350 Le Bourget Cedex
France

Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP.	Registration:	F-HAPH
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	2538
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	CM-CIC BAIL SA	Rated Power:	
Operator:	GIE CIRRUS	Operating Certificate(s) Held:	

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:	Grenoble (LFLS)	Type of Flight Plan Filed:	
Destination:	(LFLY)	Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.863056,-0.666388(est)

Administrative Information

Investigator In Charge (IIC): Aguilera, Jason

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=88641>

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](#).