



Aviation Investigation Final Report

Location:	Lafollette, Tennessee	Accident Number:	ERA14CA357
Date & Time:	July 24, 2014, 17:30 Local	Registration:	N8159Z
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

After an uneventful cross-country flight, about 2 miles from his destination airport, the pilot noted a "significant crosswind component with gusty/windshear like conditions." He then established the airplane in a slip maneuver and continued his approach to land. While over the runway, after realizing he had passed his intended point of landing, the pilot applied full throttle, added right rudder and pitched the airplane to a climb attitude to initiate a go-around. The airplane was then struck by a "significant wind gust" and it veered to the left towards a tree line. The left wing made contact with a tree and then impacted the ground before coming to rest between two trees. Postaccident examination of the airplane revealed substantial damage to both wings and the empennage. The pilot reported no preimpact mechanical malfunctions or anomalies with the airplane that could have precluded normal operation.

A witness' recount of the accident corroborated the pilot's statement. The winds at the time of the accident were gusting from the west.

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 during a go-around in gusty crosswind conditions.

Findings

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

Factual Information

History of Flight

Approach-VFR go-around	Windshear or thunderstorm
Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 13, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 23, 2013
Flight Time:	623 hours (Total, all aircraft), 452.5 hours (Total, this make and model), 567.2 hours (Pilot In Command, all aircraft), 32.4 hours (Last 90 days, all aircraft), 9.8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N8159Z
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0743
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	July 1, 2013 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1427 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550 SERIES
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:	1A6	Distance from Accident Site:	21 Nautical Miles
Observation Time:	17:35 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 1300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	22°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ASHLAND, KY (DWU)	Type of Flight Plan Filed:	IFR
Destination:	Lafollette, TN (TN44)	Type of Clearance:	VFR
Departure Time:	16:35 Local	Type of Airspace:	Class E

Airport Information

Airport:	DEERFIELD RESORT TN44	Runway Surface Type:	Asphalt
Airport Elevation:	1350 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3120 ft / 50 ft	VFR Approach/Landing:	Go around;Straight-in;Valley/terrain following

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:	36.346668,-84.012222(est)

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	Lynn D Heath; FAA/FSDO; Nashville, TN Brad Miller; Cirrus Aircraft Company; Duluth, MN
Original Publish Date:	September 2, 2014
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=89735

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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](#).