



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Longville, Minnesota | Accident Number: | CEN14CA501 |
| Date & Time: | September 16, 2014, 12:45 Local | Registration: | N6081K |
| Aircraft: | CIRRUS DESIGN CORP SR22 | Aircraft Damage: | Destroyed |
| Defining Event: | Loss of control on ground | Injuries: | 2 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

During landing, the main landing gear touched down to the right of the runway centerline. The airplane bounced twice on the runway and began to veer left. The left wing dragged through the grass on the left side of the runway and the airplane continued into a drainage ditch. The airplane came to rest upright after it impacted the ditch; a postimpact fire ensued and consumed most of the fuselage. The wings and empennage sustained some fire damage and were mostly intact. Federal Aviation Administration inspectors and a Cirrus investigator provided on-scene assistance to ensure that the Cirrus Airframe Parachute System (CAPS) rocket motor was safely disarmed. The pilot stated that after the airplane bounced on the runway, he attempted to go around but the airplane did not respond to his aileron control inputs; he then lost control of the airplane.

Probable Cause and Findings

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

The pilot's loss of control during an attempted go-around following a multiple bounce landing

Findings

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

Factual Information

History of Flight

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| Landing | Loss of control on ground |
| Landing-aborted after touchdown | Loss of control on ground (Defining event) |

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Private | Age: | 61 |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| 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 20, 2014 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | November 16, 2012 |
| Flight Time: | 291 hours (Total, all aircraft), 75 hours (Total, this make and model), 246 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-------------------|
| Aircraft Make: | CIRRUS DESIGN CORP | Registration: | N6081K |
| Model/Series: | SR22 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2003 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 0624 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | October 7, 2013 Annual | Certified Max Gross Wt.: | 3400 lbs |
| Time Since Last Inspection: | 1562 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1590 Hrs as of last inspection | Engine Manufacturer: | CONTINENTAL MOTOR |
| ELT: | Installed | Engine Model/Series: | IO-550-N |
| Registered Owner: | On file | Rated Power: | 310 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KXVG,1334 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 12:56 Local | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 220° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.04 inches Hg | Temperature/Dew Point: | 19°C / 6°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | DENISON, IA (DNS) | Type of Flight Plan Filed: | None |
| Destination: | Longville, MN (XVG) | Type of Clearance: | None |
| Departure Time: | 10:45 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|--------------------|----------------------------------|-----------------|
| Airport: | LONGVILLE MUNI XVG | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1337 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 31 | IFR Approach: | None |
| Runway Length/Width: | 3549 ft / 75 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Serious | Aircraft Fire: | On-ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Serious | Latitude, Longitude: | 46.990001,-94.204719(est) |

Administrative Information

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| Investigator In Charge (IIC): | Lindberg, Joshua |
| Additional Participating Persons: | David Nelson; FAA; Minneapolis, MN Kevin Morris; FAA; Minneapolis, MN |
| Original Publish Date: | October 20, 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=90098 |

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.

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