



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Hurricane, Utah                      | <b>Accident Number:</b> | GAA15CA004  |
| <b>Date &amp; Time:</b>        | March 9, 2015, 12:30 Local           | <b>Registration:</b>    | N949WB      |
| <b>Aircraft:</b>               | CIRRUS DESIGN CORP SR22              | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot reported that he entered a right traffic pattern for runway 19; on his first approach he noted that he was going to overshoot the runway and executed a go-around procedure. On his second attempt after he touched down on the runway, he reported a "radical" right quartering tail wind that pushed the airplane to the left of the runway. The airplane's left main tire departed the asphalt surface, the pilot then attempted a go-around by advancing the throttle to full and decreasing the flaps to 50 percent. The pilot stated that he was not gaining lift and the stall warning horn was audible. Subsequently the airplane impacted a ditch and bounced about 10 feet which resulted in substantial damage to the spar carry-through on the bottom of the fuselage.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

## 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 the landing roll.

### Findings

|                             |   |
|-----------------------------|---|
| <b>Personnel issues</b>     | Aircraft control - Pilot                      |
| <b>Aircraft</b>             | Directional control - Not attained/maintained |
| <b>Environmental issues</b> | Tailwind - Effect on operation                |



## Factual Information

### History of Flight

|  |  |
|--|--|
| <b>Landing-landing roll</b>            | Loss of control on ground (Defining event) |
| <b>Landing-landing roll</b>            | Runway excursion                           |
| <b>Landing-aborted after touchdown</b> | Collision with terr/obj (non-CFIT)         |

### Pilot Information

|                                  |   |  |               |
|----------------------------------|---|--|---------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 54            |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Left          |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | 4-point       |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No            |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No            |
| <b>Medical Certification:</b>    | Class 3 With waivers/limitations  | <b>Last FAA Medical Exam:</b>            | March 3, 2014 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> | May 12, 2014  |
| <b>Flight Time:</b>              | 398 hours (Total, all aircraft), 150 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |               |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CIRRUS DESIGN CORP             | <b>Registration:</b>                  | N949WB          |
| <b>Model/Series:</b>                 | SR22 NO SERIES                 | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 2003                           | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | 0447            |
| <b>Landing Gear Type:</b>            | Tricycle                       | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | March 5, 2015 Annual           | <b>Certified Max Gross Wt.:</b>       | 3400 lbs        |
| <b>Time Since Last Inspection:</b>   |                                | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2550 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | CONT MOTOR      |
| <b>ELT:</b>                          | C91A installed, not activated  | <b>Engine Model/Series:</b>           | IO-550 SERIES   |
| <b>Registered Owner:</b>             | BANKS WES J                    | <b>Rated Power:</b>                   | 310 Horsepower  |
| <b>Operator:</b>                     | BANKS WES J                    | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |   |
|---|----------------------------------|---|---|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day                                       |
| <b>Observation Facility, Elevation:</b> | KSGU,2936 ft msl                 | <b>Distance from Accident Site:</b>         | 14 Nautical Miles                         |
| <b>Observation Time:</b>                | 18:35 Local                      | <b>Direction from Accident Site:</b>        | 259°                                      |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles                                  |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |   |
| <b>Wind Speed/Gusts:</b>                | 4 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | / None                                    |
| <b>Wind Direction:</b>                  | 200°                             | <b>Turbulence Severity Forecast/Actual:</b> | / N/A                                     |
| <b>Altimeter Setting:</b>               | 30.07 inches Hg                  | <b>Temperature/Dew Point:</b>               | 15°C / -2°C                               |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |   |
| <b>Departure Point:</b>                 | LAS VEGAS, NV (VGT )             | <b>Type of Flight Plan Filed:</b>           | VFR                                       |
| <b>Destination:</b>                     | HURRICANE, UT (1L8 )             | <b>Type of Clearance:</b>                   | VFR;Traffic advisory;VFR flight following |
| <b>Departure Time:</b>                  | 11:00 Local                      | <b>Type of Airspace:</b>                    | Class D                                   |

## Airport Information

|                             |                              |                                  |                                     |
|-----------------------------|------------------------------|----------------------------------|-------------------------------------|
| <b>Airport:</b>             | GENERAL DICK STOUT FIELD 1L8 | <b>Runway Surface Type:</b>      | Asphalt                             |
| <b>Airport Elevation:</b>   | 3347 ft msl                  | <b>Runway Surface Condition:</b> | Dry                                 |
| <b>Runway Used:</b>         | 19                           | <b>IFR Approach:</b>             | None                                |
| <b>Runway Length/Width:</b> | 3282 ft / 40 ft              | <b>VFR Approach/Landing:</b>     | Full stop;Go around;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 37.144443,-113.304443(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Vanover, Jackie   |
| <b>Additional Participating Persons:</b> | Kent R Gibbons; FAA; Salt Lake City, UT   |
| <b>Original Publish Date:</b>            | May 13, 2015  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=90847">https://data.nts.gov/Docket?ProjectID=90847</a> |

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