



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Atkinson, NE	<b>Accident Number:</b>	CHI05CA085
<b>Date &amp; Time:</b>	04/02/2005, 1120 CST	<b>Registration:</b>	N8150F
<b>Aircraft:</b>	Cirrus Design Corp. SR-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The airplane collided with the terrain following a loss of control while landing. The landing was being made on runway 11 (4,040 foot by 50 foot, dry asphalt). The closest weather reporting station, located 20 miles east-southeast of the accident airport, reported the wind as being from 170 degrees at 18 knots gusting to 26 knots. The pilot stated that during the landing approach, he was able to maintain the runway heading using full left rudder until a gust of wind moved the airplane left of the runway centerline. He stated he applied power, but the left wing contacted the sandy terrain about 10 feet off the left side of the runway. The pilot stated the nose of the airplane then contacted the ground and the airplane came to rest approximately 300 feet from the initial ground contact. Post accident inspection revealed the initial impact with the terrain was approximately 400 feet from the approach end of runway 11 and 20 feet from the left edge of the runway. He stated the airplane came to rest 940 feet from the approach end of runway 11 and 83 feet from the left edge of the runway. The maximum demonstrated crosswind component for the SR-22 is 20 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the wind condition which resulted in a loss of aircraft control while landing. A factor associated with the accident was the gusty crosswind condition that existed at the time of the accident.

## Findings

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Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/12/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	423 hours (Total, all aircraft), 200 hours (Total, this make and model), 406 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cirrus Design Corp.	<b>Registration:</b>	N8150F
<b>Model/Series:</b>	SR-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0701
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-550
<b>Registered Owner:</b>	Stuart E. Sybesma	<b>Rated Power:</b>	
<b>Operator:</b>	Stuart E. Sybesma	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ONL	Distance from Accident Site:	
Observation Time:	1110	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	13° C / -5° C
Precipitation and Obscuration:			
Departure Point:	Sioux Center, IA (SOY)	Type of Flight Plan Filed:	None
Destination:	Atkinson, NE (8V2)	Type of Clearance:	None
Departure Time:	1020 CST	Type of Airspace:	Class E

## Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	42.562500, -99.037778

## Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	07/07/2005
Additional Participating Persons:	Tom Ronk; Lincoln, NE FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).