



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

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

Findings

5. TERRAIN CONDITION - SOFT

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	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

Aircraft Make:	Cirrus Design Corp.	Registration:	N8150F
Model/Series:	SR-22	Engines:	1 Reciprocating
Operator:	Stuart E. Sybesma	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ONL	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	18 knots / 26 knots, 170°
Temperature:	13°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Sioux Center, IA (SOY)	Destination:	Atkinson, NE (8V2)

Airport Information

Airport:		Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	07/07/2005
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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