



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hendersonville, NC	Accident Number:	MIA08LA024
Date & Time:	12/01/2007, 1634 EST	Registration:	N874SR
Aircraft:	Cirrus SR22	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he landed on runway 15 and was on the landing roll out when a gust of wind caused the left wing to come up. He applied left aileron and there was no response. The airplane started turning to the right. He lost directional control of the airplane and it came to a stop on the runway. A witness stated that he heard the pilot call in on the UNICOM radio frequency and observed the airplane on final approach. The witness heard an increase in engine power and looked up. The airplane was about 2 feet above the runway "Flailing," the airplane rose to an altitude of less than ten feet, and appeared to be banking and yawing out of control. The nearest weather reporting facility located 11 nautical miles southeast of the crash site was: wind 150 degrees at 8 knots. No gusting winds were reported at the time of the accident. The Chief Pilot for the local Sheriff's Department responded to the accident scene. He observed the airplane was in an upright position on fire. The left main landing gear and empennage had separated, the engine compartment was on the runway, and the nose landing gear was bent to the right. Examination of the runway by the Chief Pilot revealed the airplane touched down on the runway 214 feet from the displaced threshold and bounced. A tire mark and two white paint transfer marks about 3 to 6 inches in length were present on the runway. The airplane touched down again 559 feet just left of runway centerline, and another paint transfer mark was present on the runway extending 1 to 2 inches in diameter curving to the right. About 918 feet from the displaced threshold, another set of white paint transfer marks 36 feet in length were observed in a left arc on the runway. Additional tire marks were present on the runway in a left arc at 1,011 and 1,057.8 feet. A white paint transfer mark, 12 to 18 inches in length was present on the left edge of the runway 1,170 feet from the displaced threshold. The airplane departed the left side of the runway 1,302 feet from the displaced threshold. A narrow line was present in the grass extending 174 feet in an arc from the runway towards a berm and back towards the runway with propeller ground strike scars. The airplane turned to the right and came to rest on the runway 1,585 feet from the displaced threshold. Examination of the airframe, flight controls, propeller assembly, engine assembly and accessories revealed no anomalies.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing resulting in a loss of directional control.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - BERM

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	985 hours (Total, all aircraft), 101 hours (Total, this make and model), 952 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cirrus	Registration:	N874SR
Model/Series:	SR22	Engines:	1 Reciprocating
Operator:	Brian M. Kettler	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550-N
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KAVL, 2165 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 150°
Temperature:	13°C / 6°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mountain City, TN (6A4)	Destination:	Hendersonville, NC (0A7)

Airport Information

Airport:	Hendersonville Airport (0A7)	Runway Surface Type:	Asphalt
Runway Used:	15	Runway Surface Condition:	Dry
Runway Length/Width:	3075 ft / 40 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Adopted Date:	03/31/2008
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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