



National Transportation Safety Board Aviation Accident Data Summary

Location:	Lindsay, OK	Accident Number:	DFW08FA060
Date & Time:	02/02/2008, 1713 CST	Registration:	N824BJ
Aircraft:	CIRRUS DESIGN CORP SR22	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The certified flight instructor and the private pilot were returning to the airport in a single-engine airplane after completing a biennial flight review. Data obtained from the onboard primary flight display revealed that as the airplane approached the airport, it entered a snap roll maneuver, and began to descend. The airplane did not have enough altitude to recover and subsequently collided with terrain inverted approximately one-quarter of a mile away from the airport. Examination of the airframe and engine revealed there were no pre-mishap anomalies.

Flight Events

Maneuvering - Loss of control in flight
Maneuvering - Aerodynamic stall/spin
Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The flight instructor's failure to maintain control of the airplane, which resulted in an inadvertent stall while maneuvering.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	72
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	1438 hours (Total, all aircraft)		

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1327 hours (Total, all aircraft), 230 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CIRRUS DESIGN CORP	Registration:	N824BJ
Model/Series:	SR22	Engines:	1 Reciprocating
Operator:	JACKSON WILLIAM P	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550-N
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PVJ	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 80°
Temperature:	14°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Lindsay, KS (1K2)	Destination:	

Airport Information

Airport:	Lindsay Municipal (1K2)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	12/28/2008
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.