



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Gary, IN	<b>Accident Number:</b>	CEN13FA002
<b>Date &amp; Time:</b>	10/03/2012, 1116 CDT	<b>Registration:</b>	N308PJ
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR22	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The pilot was flying an RNAV/GPS approach when the accident occurred. The air traffic controller did not provide approach clearance to the accident airplane until it was inside the final approach fix (FAF) and 1,000 feet above the FAF crossing altitude. The controller also issued a late turn to intercept the approach course, and he did not issue a descent clearance because his attention was directed to resolving a separation conflict involving two other aircraft. According to data recorded by the airplane's primary flight display, the pilot disconnected the autopilot after receiving the approach clearance, and the airplane then began a rapid descent. About 40 seconds later, the airplane rolled left and tracked left of the approach course. The airplane's ground proximity warning alert activated, and the airplane subsequently rapidly reversed roll and pitch directions consistent with an attempt by the pilot to correct the airplane's hazardous flight path. The airplane continued to roll right and pitch to a nose-high attitude before rapidly transitioning to a nose-down attitude of more than 85 degrees. As the airplane descended below a 900-foot cloud layer, the pilot rolled the airplane to wings level and made a high g-force pullup until ground impact. Given the pilot's high workload due to deficient approach control services and possible distraction while operating in instrument meteorological conditions and the subsequent loss of airplane control, it is likely that the pilot experienced spatial disorientation.

Examination of the airframe and engine did not reveal any preimpact failures or malfunctions that would have precluded normal operation. Toxicology testing indicated the pilot used cocaine, hydrocodone, and marijuana at some point in the recent past. However, the use of the cocaine and hydrocodone likely did not affect the pilot's performance at the time of the accident, and the effect of the marijuana use could not be determined from the available evidence.

## Flight Events

Approach-IFR final approach - Loss of control in flight

Approach-IFR final approach - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control during an instrument approach due to spatial disorientation. Contributing to the accident were deficient approach control services and the pilot's loss of positional awareness.

## Findings

Personnel issues-Psychological-Perception/orientation/illusion-Spatial disorientation-Pilot - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Psychological-Perception/orientation/illusion-Situational awareness-Pilot - F

Personnel issues-Action/decision-Info processing/decision-Identification/recognition-ATC personnel - F

Personnel issues-Experience/knowledge-Experience/qualifications-Recent instrument experience-Pilot

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 1100 hours (Total, all aircraft), 650 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CIRRUS DESIGN CORP	<b>Registration:</b>	N308PJ
<b>Model/Series:</b>	SR22	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GANDY AIR LLC	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-550-N
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KGYG, 591 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Overcast / 900 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, Variable
<b>Temperature:</b>	17°C / 13°C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Smyrna, TN (KMQY)	<b>Destination:</b>	Gary, IN (KGYG)

## Airport Information

<b>Airport:</b>	Gary/Chicago Int'l Arp (KGYG)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michael J Folkerts	<b>Adopted Date:</b>	07/16/2014
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85230">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85230</a>		

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