



National Transportation Safety Board Aviation Accident Final Report

Location:	Greenville, SC	Accident Number:	GAA19CA035
Date & Time:	10/23/2018, 1130 EDT	Registration:	N782JR
Aircraft:	Cirrus SR20	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing, the wheels touched down but then lifted off the runway. The airplane floated and drifted left of centerline. He then heard the stall horn, the wheels touched down again, and the airplane veered left, exited the runway, and struck a pole.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The airport's automated weather observation station reported that, about the time of the accident, the wind was from 220° at 5 knots. The pilot landed the airplane on runway 01.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to land with a quartering tailwind and his improper landing flare, which resulted in a bounced landing, loss of directional control, runway excursion, and impact with a pole.

Findings

Aircraft	Landing flare - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause) Aircraft control - Pilot (Cause)
Environmental issues	Tailwind - Effect on operation (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event) Loss of control on ground Runway excursion Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	10/03/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/08/2018
Flight Time:	(Estimated) 109 hours (Total, all aircraft), 24 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus	Registration:	N782JR
Model/Series:	SR20 No Series	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2337
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-360-ES
Registered Owner:	Aerokagan LLC	Rated Power:	
Operator:	Aerokagan LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGMU, 1048 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1529 UTC	Direction from Accident Site:	122°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	18° C / 5° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monroe, NC (EQY)	Type of Flight Plan Filed:	VFR
Destination:	Greenville, SC (GMU)	Type of Clearance:	VFR Flight Following
Departure Time:	1030 EST	Type of Airspace:	Class D

Airport Information

Airport:	Greenville Downtown (GMU)	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5393 ft / 100 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.848056, -82.350000 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/20/2020
Additional Participating Persons:	Daryl McMilan; FSDO; Columbia, SC		
Publish Date:	03/20/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98545		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).