



National Transportation Safety Board Aviation Accident Factual Report

Location:	GLENWOOD SPRINGS, CO	Accident Number:	CEN19TA330
Date & Time:	08/25/2019, 1250 MDT	Registration:	N983WP
Aircraft:	Cirrus SR22	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On August 25, 2019, about 1250 mountain daylight time, a Cirrus SR-22 airplane, N983WP, experienced a hard landing at the Glenwood Springs Municipal Airport (GWS), Glenwood Spring, Colorado. The private pilot and two passengers were not injured. The airplane was substantially damaged. The airplane was registered to CBGNC Aviation LLC and operated as a Title 14 *Code of Federal Regulations Part 91* personal flight. Visual meteorological conditions prevailed about the time of the accident, and the flight was operating utilizing visual flight rules (VFR) flight following at the time of the accident. The flight originated from Russel Municipal Airport (RSL), Russell, Kansas, and was destined for GWS.

The pilot overflew GWS to familiarize himself with the area and elected to land to the south. He stated the weather was clear and the automated weather observing system (AWOS) reported the winds were calm. The pilot further reported the temperature was 84° F and the altimeter setting was 29.84 in. Hg. The pilot "flew the final approach in the mid 70's (airspeed) and full flaps." During the flare "the bottom fell out" and the airplane landed hard on the main landing gear and then the nosewheel, which subsequently collapsed. An examination of the airplane noted the composite firewall was damaged, substantially damaging the airplane. In addition, the trailing edge of the right leg fairings were split apart and both wheel pants exhibited upward crush damage.

The pilot later stated that although the AWOS reported calm winds, historical data indicated the winds in the general area were shifting between north and northwest at 7-12 kts. He stated it was possible "I picked up enough of a tailwind to bring me from above to below stall speed." He also stated there were no mechanical issues with the airplane at the time of the accident.

At 1256 wind at Eagle County Regional Airport (EGE), 23 miles northeast of GWS, was from the west-southwest at 18 miles per hour (mph), gusting to 28 mph. Temperature was 87° F and dewpoint was 37° F.

At 1253 wind at Aspen-Pitkin County Airport (ASE), 31 miles southeast of GWS, was reported as variable at 7 mph, gusting to 22 mph. Temperature was 81° F and dewpoint was 35° F.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed None	Last FAA Medical Exam:	04/09/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/07/2018
Flight Time:	760 hours (Total, all aircraft), 155 hours (Total, this make and model), 560 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus	Registration:	N983WP
Model/Series:	SR22 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1671
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/09/2019, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	40 Hours	Engines:	
Airframe Total Time:	3806.5 Hours as of last inspection	Engine Manufacturer:	
ELT:	C126 installed, not activated	Engine Model/Series:	
Registered Owner:	Cbgnc Aviation Llc	Rated Power:	
Operator:	Cbgnc Aviation Llc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGWS	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	28° C
Precipitation and Obscuration:			
Departure Point:	Russell, KS (RSL)	Type of Flight Plan Filed:	VFR/IFR
Destination:	GLENWOOD SPRINGS, CO (GWS)	Type of Clearance:	IFR; VFR Flight Following
Departure Time:	1120 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Glenwood Springs Muni (GWS)	Runway Surface Type:	Asphalt
Airport Elevation:	5916 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	3305 ft / 50 ft	VFR Approach/Landing:	Full Stop; Valley/Terrain Following; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.506667, -107.309444 (est)

Administrative Information

Investigator In Charge (IIC):	Daniel Baker
Additional Participating Persons:	Lyndsay Carlson; FAA; Salt Lake City, UT
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100311