



Aviation Investigation Final Report

Location:	Greenville, South Carolina	Accident Number:	GAA19CA094
Date & Time:	November 23, 2018, 18:20 Local	Registration:	N82SN
Aircraft:	Cirrus SR22	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during a night landing, he flared too high, and the airplane descended and landed hard. The airplane exited the runway, but the pilot was able to maneuver the airplane back onto the runway without further incident.

The airplane sustained substantial damage to the left-wing rib.

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

Probable Cause and Findings

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

The pilot's improper landing flare with a gusting, right quartering headwind, which resulted in a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Hard landing (Defining event)
Landing	Loss of control on ground
Landing	Runway excursion

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 22, 2018
Flight Time:	(Estimated) 1003 hours (Total, all aircraft), 180 hours (Total, this make and model), 944 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus	Registration:	N82SN
Model/Series:	SR22 T	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0859
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	1.214202E+07 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-550-K
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KGMU,1048 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	23:39 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Few / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	5°C / -2°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Angola, IN (ANQ)	Type of Flight Plan Filed:	None
Destination:	Greenville, SC (GMU)	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class D

Airport Information

Airport:	GREENVILLE DOWNTOWN GMU	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft msl	Runway Surface Condition:	Wet
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5393 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.848056,-82.349998(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Jim Cook; FAA; Columbia, SC
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98758

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](#).