



# Aviation Investigation Final Report

<b>Location:</b>	Sand Creek, Wisconsin	<b>Accident Number:</b>	GAA19CA074
<b>Date &amp; Time:</b>	November 21, 2018, 10:45 Local	<b>Registration:</b>	N579CP
<b>Aircraft:</b>	Cirrus SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

## Analysis

The pilot reported that, during a ferry flight, while climbing the airplane to cruise altitude, the engine temperatures increased quickly and that the engine then surged. The pilot added that he "switched" the boost pump, adjusted the mixture lever, and then deployed the ballistic parachute system at 3,500 ft mean sea level. During the off-airport landing in a field, the airplane impacted an irrigation sprinkler system.

The airplane sustained substantial damage to the fuselage.

Postaccident examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that two air lines were disconnected and that there were no torque lines on the lines. According to the FAA inspector, the pilot and a mechanic who had conducted the airplane's last maintenance reported that the airplane had been flown 7 hours since the last maintenance. The mechanic had replaced three cylinders during the maintenance, which required removal of the air lines. It is likely that, during the maintenance, the mechanic did not properly secure the air reference line, which led to a loss of engine power.

## Probable Cause and Findings

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

The mechanic's failure to properly secure the air reference line, which resulted in a loss of engine power.

## Findings

<b>Aircraft</b>	(general) - Incorrect service/maintenance
<b>Aircraft</b>	Fuel press sensor - Incorrect service/maintenance
<b>Personnel issues</b>	(general) - Maintenance personnel
<b>Personnel issues</b>	Post maintenance inspection - Pilot
<b>Personnel issues</b>	Preflight inspection - Pilot
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

<b>Enroute</b>	Miscellaneous/other
<b>Enroute</b>	Loss of engine power (total) (Defining event)
<b>Landing</b>	Miscellaneous/other
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	49,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 29, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 4, 2018
<b>Flight Time:</b>	(Estimated) 4200 hours (Total, all aircraft), 3500 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cirrus	<b>Registration:</b>	N579CP
<b>Model/Series:</b>	SR22 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3291
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 14, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1425 Hrs at time of accident	<b>Engine Manufacturer:</b>	TCM
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-550-N-51B
<b>Registered Owner:</b>		<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KRPD, 1105 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	16:35 Local	<b>Direction from Accident Site:</b>	345°
<b>Lowest Cloud Condition:</b>	Scattered / 9500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.37 inches Hg	<b>Temperature/Dew Point:</b>	-7°C / -12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Cumberland, WI (UBE)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Akron, OH (CAK)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.204723,-91.691665(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Nikolas Halatsis; FAA; Minneapolis, MN
<b>Original Publish Date:</b>	September 26, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98684">https://data.nts.gov/Docket?ProjectID=98684</a>

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](#).