

Investigation Report

The Investigation Report was written in accordance with para 18 Law Relating to the Investigation into Accidents and Incidents Associated with the Operation of Civil Aircraft stating facts only.

Identification

Type of Occurrence:	Accident
Date:	9 September 2017
Location:	Straubing-Wallmühle Airfield
Aircraft:	Airplane
Manufacturer / Model:	Cirrus Design Corporation / SR 22
Injuries to Persons:	None
Damage:	Aircraft severely damaged
Other Damage:	Airfield border damaged; Damage due to fuel leakage
State File Number:	BFU17-1231-CX

Factual Information

History of the Flight

At approximately 1329 hrs¹ the Cirrus SR 22 was on a private flight from Ostrava, Czech Republic, and on approach to runway 27 of Straubing-Wallmühle Airfield, Germany. Witnesses described the approach as unremarkable.

According to witnesses' statements the aircraft touched down with the nose wheel first and then began to jump. A go-around procedure was initiated and the airplane turned left around its longitudinal axis. The left wing tip had ground contact and the airplane veered left off the runway.

Witnesses reported that the engine was running. The airplane rolled across the grass strip next to the runway until the terrain ascended in the southern border area, penetrated a veterinary fence, and fell into a pond located to the south.

The pilot swam to shore unharmed and the airplane sank severely damaged.

Personnel Information

The 58-year-old pilot held a European Union commercial pilot's licence issued by the Civil Aviation Authority of the Czech Republic on 12 April 2017. The licence carried the entries for Multi Engine Piston land (MEP land) and Single Engine Piston land (SEP land) according to Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The SEP rating was valid until 31 August 2018. In addition a type rating for Cessna 525 in accordance with IFR (C 525/IR) was listed.

The pilot had a total flying experience of approximately 1,000 hours. He had flown about 30 hours on type.

His class 1 medical certificate was valid until 6 June 2018.

Aircraft Information

The Cirrus SR 22 is a four-seater airplane in mixed construction with nose landing gear and cruciform tail. The low-wing aircraft with a wing span of 11.68 m is equipped with a ballistic recovery system.

¹ All times local, unless otherwise stated.

The airplane with a maximum take-off mass of 1,542 kg was equipped with a Teledyne Continental IO-550-N engine and had a total operating time of about 1,676 hours. It was operated by an operator certified for forest aerial work, security services, surveillance, measuring and inspection flights, aerial photography, and crop dusting. The aircraft was registered in the Czech Republic. Since the last issue of the Airworthiness Review Certificate (ARC) on 21 August 2017 about 16 hours had been flown with the aircraft.

Meteorological Information

At the time of the accident at Straubing-Wallmühle Airfield wind with 2 to 4 kt from the west (270°) and visibility of more than 10 km were recorded.

The weather station of Munich Airport (EDDM), located about 100 km to the south-west, recorded at the time of the accident wind from 270° with 7 kt, few clouds, and visibility of more than 10 km at a barometric air pressure (QNH) of 1,004 hPa.

Radio Communications

The pilot had radio contact with Straubing Info at 127.150 MHz. Radio communications were not recorded.

Aerodrome Information

Straubing-Wallmühle Airfield (EDMS) has an aerodrome elevation of 321 m (1,053 ft) AMSL and is located approximately 5 km north-west of the city of Straubing at the Danube.

The asphalt runway 09/27 is 1,350 m long and 30 m wide and is certified for airplanes and helicopters up to Pavement Classification Number (PCN) 40, motor gliders, gliders, and ultralights.

Wreckage and Impact Information

The accident site was located approximately 100 m south of the runway in a pond. The airplane had sunk at almost right angle into the pond approximately 600 m west of the threshold of runway 27.



Accident site

Source: BFU



Aircraft during salvage operation

Source: BFU



Aircraft after salvage operation

Source: BFU

The fuselage was scratched and some places showed delamination. Two of the three propeller blades had been bent backward; all three were damaged.

All switches and the ignition had been turned off. The ignition key was in the ignition lock. The altimeter had been selected to 1,013 hPa. The throttle was about halfway between "idle" and "max" and the mixture lever in the position "full rich". The flaps were retracted and the flap operating lever was in the respective position. The salvage personnel stated that they had not made any changes in the cockpit.

Approximately in the middle, the right elevator trim tab had been bent downward.

In the area of the wing tip the left wing had been deformed and split. It showed a hole about 40 cm from the wing tip.

The leading edges of both wings were deformed and in the root area delaminated.

The landing gear cowlings were damaged and torn off.

All components of the aircraft showed water damage.

All determined damages could be correlated with the course of the accident.

Investigator in charge: Stefan Maser
Field investigation: Jürgen Freytag
Braunschweig 15.01.2018

This investigation was conducted in accordance with the regulation (EU) No. 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and the Federal German Law relating to the investigation of accidents and incidents associated with the operation of civil aircraft (*Flugunfall-Untersuchungs-Gesetz - FIUUG*) of 26 August 1998.

The sole objective of the investigation is to prevent future accidents and incidents. The investigation does not seek to ascertain blame or apportion legal liability for any claims that may arise.

This document is a translation of the German Investigation Report. Although every effort was made for the translation to be accurate, in the event of any discrepancies the original German document is the authentic version.

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