

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:45 PM	DATE 09/17/2014
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Eugene Ahrenholtz (PIC N6081K) [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Cirrus Accident @ KXVG			
DIGEST			
Mr. Ahrenholtz identified himself as the Pilot in Command of N6081K when it was involved in an accident at the Longville, MN airport (KXVG).			
Mr. Ahrenholtz stated that he had a fishing trip scheduled for September 17th and was planning on flying into KXVG then, but the weather was overcast on the 14th for his flight from Denison, IA (KDNS) and he chose to delay his departure. He said that being a VFR pilot, he is very conservative when it comes to weather.			
On Monday the 15th and Tuesday the 16th, Mr. Ahrenholtz checked weather with Flight Service multiple times. Tuesday weather looked acceptable, so he and his wife planned to fly to KXVG that morning.			
On Tuesday the 16th, Mr. Ahrenholtz completed the preflight and found everything to be "normal", no issues discovered. All tires had good pressures. He and his wife boarded the aircraft and departed KDNS. No flight plan was filed.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/17/2014	TITLE Kevin Morris - ASI		

After departure, he climbed up to 7500ft and nearing Ft. Ripley, changed his course slightly to the west to avoid the Restricted Airspace. Because of a westerly course, he descended to 6500ft, to fly at the proper VFR cruising altitude. After clearing the airspace, he proceeded back direct to KXVG.

Nearing the airport, he began a descent to 5500ft and completed the appropriate checklists on the Multi-Function Display (MFD). Mr. Ahrenholtz left the fuel boost pump on during the descent and remainder of the flight. Crossing over Pine River, he placed the mixture to full rich and circled a lake to see if his friends were out fishing. During this time, he was monitoring KXVG on the Common Traffic Advisory Frequency (CTAF) and communicating his position.

Mr. Ahrenholtz said he entered the KXVG traffic pattern on a left downwind. On downwind, he tried to be at about 50% power and 100KIAS. He believes he flew the traffic pattern at 800ft AGL. At this time, he selected 50% flaps. Mr. Ahrenholtz slowed the aircraft to 80KIAS and adjusted the trim as required.

Listening to the AWOS for KXVG, he recalls the winds being roughly from 240 degrees at 6-8 knots. Because of the westerly wind, it blew him through final slightly, but nothing that he felt would cause an issue. Mr. Ahrenholtz felt there was plenty of time to recover and establish the aircraft on extended centerline. He then selected full flaps.

On landing, Mr. Ahrenholtz stated the aircraft bounced slightly with "a little bump". He believes he was pointed down the runway at this time, not crabbed left or right. Although he said he wasn't sure, he doesn't think he had the throttle at idle. He decided to go-around and added full power.

Mr. Ahrenholtz said that normally, on go-arounds, the aircraft accelerates quickly, but this time the aircraft seemed to wallow left and right, without gaining altitude. He didn't think his pitch was any higher than other go-arounds he has done in the past. Mr. Ahrenholtz said that the side stick controller was "non-responsive" as he attempted to regain control. According to Mr. Ahrenholtz, the engine did not sound or "feel" any different than normal. He does not remember if he raised or left the flaps down.

The aircraft continued to veer left and not climb. Mr. Ahrenholtz said that the actual crash happened very quickly. He remembers hitting the ground very hard. The passenger seat slid full forward at impact. Both occupants were wearing seat belts and shoulder harnesses. Behind them were their small dog (in a flexible kennel) and a vacuum, both strapped into the rear seats. After the aircraft came to a rest, they noticed flames coming from underneath the right instrument panel. Mr. Ahrenholtz's door would not open and both passengers exited through the right gull-wing door. He believes he reached back in and turned off master switches and maybe the fuel selector and/or mixture.

When asked why he decided to go-around, Mr. Ahrenholtz mentioned that earlier this summer, he was landing at KXVG where he bounced harder than the accident landing. The aircraft ended up being fairly nose high and damaged the tail tie-down ring. The aircraft then landed quite hard. In hindsight, he felt he should have gone around, which is why he attempted to go-around on the accident landing. After the landing which damaged the tail tie-down ring, Mr. Ahrenholtz had the aircraft repaired and inspected. He also attended training with a "Cirrus Certified" CFI at KDNS. They worked on cockpit procedures, takeoffs, landings, and go-arounds.