

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA367

INVESTIGATION SUMMARY

December 12, 2025

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A. ACCIDENT

Location: Lakeway, Texas
Date: September 25, 2024
Time: 1833 Central Daylight Time (CDT)
2333 Coordinated Universal Time (UTC)
Airplane: Cirrus SR22, N565CP

B. PARTICIPANTS

IIC	Joshua Lindberg National Transportation Safety Board (NTSB) Denver, CO
Party Coordinator	Clifford Carpenter Federal Aviation Administration San Antonio, TX
Party Coordinator	Mark Haroldson Cirrus Aircraft Duluth, MN
Party Member	John Goebel Cirrus Aircraft Duluth, MN

C. SUMMARY

On September 25, 2024, at 1833 central daylight time, a Cirrus SR22, N565CP, was substantially damaged when it was involved in an accident near Lakeway, Texas. The pilot sustained minor injuries and the passenger sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he entered the traffic pattern at Lakeway Airpark (3R9), Lakeway, Texas. The closest weather reporting station indicated wind from 030° at 10 knots gusting to 16 knots, so he planned to land on runway 34. While on the base leg he extended full flaps and reduced the engine power to 30%. While on final approach and after clearing a set of powerlines that were perpendicular to the runway, he made a steeper approach to the runway. Once the airplane was above the displaced threshold, the nose suddenly pitched down so the pilot increased power, but the airplane bounced and veered off the left side of the runway.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

The responding Federal Aviation Administration (FAA) inspector and representatives from Cirrus Aircraft reported that there were three distant gouges in the runway where the landing gear impacted during the bounced landing. After the airplane exited the left side of the runway it continued into a tree, then came to rest in the grass between two homes.

The airplane wreckage was contained primarily within two lots adjacent to the left side of the runway. Debris had been moved by residents of the home prior to investigators' arrival. Estimated debris field is 250 ft by 80 ft and oriented on a heading of about 290°.

- Left Cabin door window broken by LMLG wheel fairing during impact sequence
- Windscreen knocked out during impact sequence.
- Fuselage fractured just aft of the FS222 bulkhead
- CAPS enclosure cover was dislodged during impact sequence.
- Engine mount and NLG broke free during the impact sequence.
- Rudder was dislodged during impact sequence.
- Right wing is intact and attached to the fuselage.
- Left wing separated from the fuselage during the impact sequence, trailing edge of flaps and aileron have downwards bend due to impacting asphalt during impact sequence.
- RDM shows that the Flaps were at 100% during the landing and accident sequence prior to the disconnect of power to the RDM. The surveillance video from the property captured the accident sequence, which indicated that the flaps were extended to the 100% position during the accident sequence.
- The flap actuator was found at the 0% position, indicating that the flaps were retracted at some point after the impact sequence, but prior to power being disconnected. The flap switch was found in the 100% position.
- Horizontal and vertical stabilizers intact.
- NLG was dislodged during impact sequence, moved by property owners to left side of fuselage in order to clear the taxiway.
- Both MLG were still attached to the wing, despite the left wing separating from the fuselage from the impact sequence.
- Left MLG fairing broke through the pilot's door window during the impact sequence.

- Both doors were still attached to the Fuselage, the left door window was broken out by the Left MLG during the impact sequence.
- Baggage door was intact.
- Registration and POH documentation was found within fuselage.
- Seat restraints were intact, four-point seat belts were used by both occupants, air bags not deployed.
- RDM-100 was found in the tail section, wiring had become disconnected during the impact sequence. A jumper wire was used to download it on site and provided to the NTSB and FAA.
- Garmin MFD SD card was recovered at the scene and data from it was shared with the NTSB and FAA.
- The CAPS enclosure cover was found in the debris moved by the home occupants when they cleared the taxiway.
- The CAPS rocket motor was removed.
- The CAPS Rocket motor grains and squib were disposed on site.
- The CAPS line cutters were fired within the fuselage on site.
- The engine and mount were dislodged from the fuselage during the impact sequence.
- Only 2 of 3 propeller blades were found. One near the propeller point of impact, and another had landed on a neighboring house roof, prior to falling into their backyard pool. The 3rd blade was not located.

2.0 Pilot Information

See pilot's submitted NTSB Form 6120.1.

3.0 Recorders

The airplane was equipped with a Garmin G1000 Integrated Flight Deck and a Heads Up Technologies recoverable data module (RDM) data recorder.

4.0 Meteorological Information

- METAR KRYW 252255Z AUTO 04010G17KT 10SM CLR 27/15 A2994 RMK AO2 T02730151
- METAR KRYW 252315Z AUTO 05010G14KT 10SM CLR 27/15 A2994 RMK AO2 T02680148
- Accident time 2333 UTC (1833 CDT)
- Pilot reported wind from 030° at 10 knots gusting to 16 knots
- METAR KRYW 252335Z AUTO 05009G17KT 10SM CLR 26/14 A2994 RMK AO2 T02630144
- METAR KRYW 252355Z AUTO 05007KT 10SM CLR 26/15 A2995 RMK AO2 T02570150 10305 20257

5.0 Witness Information

Occupants of the houses at Lakeway Airpark, witnessed the airplane bounce hard, then engine power was increased to full as airplane drifted left of the runway. The left wingtip impacted a tree, spinning the airplane around, smashing the tail into the ground and subsequently separating the engine free from the airframe as well as the left wing. Airplane slid across a taxiway before coming to rest between taxiways and next to two homes.

Surveillance video of accident sequence was provided by a homeowner. The video showed the airplane landing on runway 34 and touched down before the displaced threshold toward the left side of the runway. The airplane blanked left as it climbed slightly, then the left wing impacted a small tree. The airplane spun left as the left wing dragged on the ground and continued to spin the airplane to the left. The airplane pitched nosed down and the propeller/engine impacted the ground and separated from the airplane. The airplane was facing the runway as it slid backward, then continued to rotate to the left. The airplane came to rest upright with the left wing mostly separated from the fuselage.

Submitted by:

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