



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

January 13, 2016

Subject: ERA16LA095, Canadian registration C-GXXJ, Cirrus SR22, January 8, 2016, Concord, North Carolina. Information provided by Federal Aviation Administration Aviation Safety Inspector Paul Meyer, Charlotte FSDO.

On January 13, 2016 Mr. Paul Meyer telephoned to advise that the underside of the left wing sustained substantial structural damage.

From: [Mccarter Aaron](#)
To: [Brazy Doug](#)
Subject: FW: C-GXXJ
Date: Saturday, January 9, 2016 2:34:11 PM

Sent with Good (www.good.com)

From: [REDACTED]@faa.gov
Sent: Saturday, January 09, 2016 2:22:37 PM
To: Mccarter Aaron
Subject: RE: C-GXXJ

Aaron,

See below: Was able to get a little more information from the pilot today and it did help to clarify a few things. I just received an email to retrieve pictures from the First Responders and I need to download my pictures as well. Will put together a good selection of pics and you guys can tell me where to send them...

Saturday 01/09/2015

Met Mr. De Caria at the scene to have him power up the aircraft. I asked him to once again take me through the flight from the time he was on the approach to CLT until the accident:

He stated he was established on the ILS 36R approach and everything was "white over white" he stated he was indicating he was centered and the approach was normal. He said that all of a sudden the vertical flag dropped indicating he was below glide slope but the auto pilot did not try to correct for it. He broke out of the clouds and noticed that although he indicated he was lined up with the center line he was actually left of center and the runway was to his right. Charlotte then had him go missed and had him go to Concord for the 02 RNAV approach to KJQF. The Pilot's wife recorded the "clearance information" on her knee board and the pilot started hand flying the aircraft to JQF. The pilot had heard he was going for 20 RNAV approach and was confused why he couldn't find the "fix" that he needed. It was then that he realized he had the wrong approach up and he pulled up the RNAV 2 Approach. He stated he was tracking inbound and he selected the autopilot to fly the RNAV 2 Approach. As soon as he engaged the autopilot the aircraft started a bank to the right and immediately started to climb. He started getting "terrain" callouts and he had a call from the controller saying he was "too low and needed to climb." He said that at this time he thought the aircraft was in a climb and a roll and the "screen" was red. He was getting an "envelope protection" warning and he pushed the straight and level button to correct the aircraft, but this had no effect. He stated that he did not feel like the aircraft was spinning but he did "feel a lot of G's", and it was like being on a roller coaster. He also stated display was showing red.

I asked if he had any idea what his altitude was when he deployed the chute and he said that he had no idea. He estimated that it took way less than 1 minute to reach the ground and that he had enough time to shut the engine off. It appears the drogue chute is in a tree about 100 yards from where the aircraft came to rest.

I asked the pilot to power up the aircraft and to show me the "chart" that he used and to describe the approach. He stated that he was tracking inbound to JQF Runway 02 on 016 deg but he must have been to the right of ECEGA because of the terrain warnings he was getting from the towers in the area. The altitude bug was set for 2500 feet. Mr. De Caria then pointed out that the "NAV" select button was set to VLOC1, which was the approach he used for CLT. He then stated that he must have never selected "GPS" for the RNAV approach. It appears that the autopilot was never coupled to the GPS for the RNAV 2 approach to KJQF.

From: Mccarter Aaron [REDACTED]
Sent: Friday, January 08, 2016 11:25 PM

To: Meyer, Paul (FAA)
Subject: RE: C-GXXJ

Thanks Paul

Sent with Good (www.good.com)

From: [REDACTED]@faa.gov
Sent: Friday, January 08, 2016 10:39:46 PM
To: Mccarter Aaron
Subject: C-GXXJ

Aircraft Registration: C-GXXJ
Aircraft Model: SR22
Aircraft S/N: 0729

Pilot: Giuseppe De Caria

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Email

Pilot License Number: [REDACTED]
SEL Day/Night Endorsement
Instrument Rated
DOB: [REDACTED]

Total Time: 1369.3 Hours
Time in Type 800 (Appx)
Time Last 90 Days 11.1
Time Last Year 42.0
Total IFR 540
IFR Last 90 6.6
IFR last Year 33
Recurrent Flight Review issued 09/11/2015 valid until 09/2017
Attended 3 Safety Seminars in 2015

Passenger: Janice De Carria
Same as Pilot
[REDACTED]

Not a rated pilot but has flown regularly with her husband in this aircraft. Attended Cirrus Convention and completed the Cirrus Partner in Command course.

The following statement was taken on 01/08/2015 from Mr. De Caria:

Aircraft departed KERI at approximately 1600Z, 01/08/2015 on an IFR flight plan to KCLT. Pilot stated that the aircraft had 82 gals of fuel on board when he departed. Pilot stated that the flight was normal and he was cleared for the approach to 36R at KCLT. He was flying a "coupled" approach and everything seemed normal and he was lined up. At HAYOU the aircraft started drifting left, when he broke out of the cloud layer he was left of the runway. He told approach that he could make the runway, but he was told to go around and he was asked how much fuel he had remaining. He stated he had about 1 hour of fuel left. He was then routed to Concord, NC KJQF for the RNAV 02 approach, the pilot said that he initially thought he was being cleared for the RNAV 20 approach. He said that once

he realized he was setting up for the wrong approach he requested vectors. He says that the approach started to “come alive” and he was tracking inbound on 016 at about the COKBA fix the aircraft started to pitch up and bank. The pilot estimates the roll was close to 90 degrees. He stated that he tried to push the “Straight and Level” button and the aircraft did not respond. It was at this time that the pilot deployed the ballistic recovery chute and secured the engine. The aircraft came to rest in a slightly nose and left wing low attitude. The left main landing gear collapsed and nose landing gear appears to be damaged. The pilot stated that he had no other indications that anything was wrong and that all other indications were normal. He did state that he had picked up minor ice earlier and had been using his anti-ice.

Statement of the Passenger Mrs. Janice De Caria

Mrs De Caria is not a pilot but has flown many hours with her husband in this aircraft. She also stated that she has attended the “Partner in Command” training provided by Cirrus Aircraft. She stated that the flight was normal until the approach to KCLT and then during the approach to KJQF the aircraft would not respond to any of the autopilot inputs that the Pilot tried. She says the Pilot was calm but was a little frustrated because the aircraft would not respond to inputs. She stated that the aircraft seemed out of control and then when the Pilot deployed the chute. Ms. De Caria did not notice any warning lights on the panel that seemed out of the ordinary.

When asked about preflight procedures one of the items that Mr. De Caria mentioned he checked was the pitot heat. During my inspection of the cockpit at the site the Pitot Heat switch was in the ON position. With battery power on and the Pitot Heat Switched cycled between OFF and ON there was NO indication on the Amp Gauge that the Pitot Heat was working. The Pitot Heat Light on the instrument panel would flash on and then go out when the switch was placed in the on position. The pitot tube may have been damaged when the aircraft crashed

When asked if he had ever experienced a similar problem with this aircraft before, the pilot stated that shortly after the autopilot system had been installed in 2011 the aircraft had a very similar problem and that the autopilot was replaced and the problem had not happened since. He stated that no fault could be verified on the original Autopilot.

v/r

Paul D. Meyer
Aviation Safety Inspector
FAA, Charlotte FSDO, EA -68

[REDACTED]

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