

National Transportation Safety Board

Office of Aviation Safety



ERA22LA220

WRECKAGE EXAMINATION

August 30, 2022

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A. ACCIDENT

Location: Tybee Island, Georgia
Date: May 6, 2022
Time: 0844 EDT
Airplane: Cirrus SR22, N24LA

B. WRECKAGE EXAMINATION

NTSB Todd Gunther
 NTSB
 Ashburn, VA

Cirrus Brad Miller
 Cirrus
 Duluth, MN

C. DETAILS OF THE INVESTIGATION

On May 6, 2022, at 0844 eastern daylight time, a Cirrus Design Corp SR22, N24LA, was substantially damaged when it was involved in an accident in the Atlantic Ocean near Tybee Island, Georgia. The private pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The wreckage was raised and recovered on May 13, 2022.

D. AIRFRAME EXAMINATION

Fuselage:

- The wings were removed to facilitate recovery.
- The empennage was separated aft of the CAPS enclosure.
- Damage present around the left aft attachment point.
- Spar cut at wing root fairing on both sides of fuselage.
- Left wing: The aileron and flap remained attached to wing with impact damage present. Left wingtip separated from wing.
- Right wing: Aileron and flap remained attached to wing with impact damage present. Right wingtip remained attached with impact damage present.
- Flight control continuity was verified throughout all the airframe from the cockpit controls to all primary flight control surfaces.
- Empennage:
 - The empennage was separated from the fuselage.
 - The vertical stabilizer was intact. The rudder remained attached, no anomalies noted.

Landing Gear:

- Left and right main landing gear remained attached to the wing, impact damage was noted.
- The nose landing gear remained attached to the engine mount, impact damage noted.

Cockpit:

- The fuel selector was on the RIGHT tank.
- The mixture was full forward.
- The throttle was near full open.
- The front left seatbelt was cut. The airbag was stowed.
- The front right seat airbag was stowed.

CAPS:

- The activation handle and handle holder were stowed, and the safety pin was out, the mounting bracket was not bent or deformed.
- The CAPS enclosure was damaged and not intact.
- The parachute remained in the parachute enclosure was not deployed.
- The igniter and reefing line cutters were removed and fired with no anomalies.

E. ENGINE EXAMINATION

- Model: IO-550-N, serial number 689790
- Borescope of cylinders found no anomalies on cylinders that could be examined.
- Corrosion present due to the presence of salt water. The drive train would not rotate.
- No debris or anomalies noted in the oil filter.
- The exhaust heater muff was removed, and no anomalies were noted.
- All six leads on both magnetos produced spark when spun with an electric drill.
- The spark plugs were intact and corroded.
- The propeller remained attached to the engine, all three blades were intact.

Submitted by:

Millicent Hill
Aviation Accident Investigator