



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division **May 22nd 2017**

NTSB Accident Number: GAA17CA201

Aircraft Registration & Make/Model: N146GS, Cirrus, SR-22

Accident Location: Atlanta, GA

Accident Date: 22MAR2017 @ 1330 (EDT)

Subject: Memorandum of Initial Notification and Record of Conversation with PIC

In support of the NTSB Air Safety Accident Investigation involving accident airplane N146GS, the NTSB Form 6120.1 was void of a pilot's statement. Mr. Wyatt Brown, the pilot in command (PIC) provided the NTSB Investigator-in-charge (IIC) with the pilot's statement. The PIC provided the NTSB IIC with the same statement that he provided to the FAA Inspector on site.

During the initial notification, the FAA Inspector reported to the NTSB ERA Duty Officer that the pilot lost directional control of the airplane during an attempted go around. The following is a synopsis of the initial notification provided by the ERA Duty Officer, followed by the pilot's statement:

ERA Duty Officer

Good afternoon, attached is information involving a SR-22 accident investigation.

FAA email: [REDACTED]

Phone contact: [REDACTED]

FAA has pictures of damaged airplane

According to the FAA inspector on scene, the pilot was on his first solo trip in a SR-22. The pilot stated that on the first approach he came in too fast and conducted a go-around. On the second approach, the pilot stated that he was coming in too fast again and attempted a go around too late and lost control of the airplane. The airplane veered off the left side of the runway and slid approximately 366 feet. The pilot did not report any anomalies with the airplane during the interview with the FAA inspector. The pilot said that he had just finished Cirrus flight training school prior to his trip.

Pilot in command:

PILOT STATEMENT REGARDING N146GS @ KPDK

TO: STEVEN NEWCOMER/FAA AVIATION SAFETY/FAA/AVS FSDO-11

Aviation Safety Inspector

[REDACTED]

Atlanta, GA 30320

T [REDACTED]

F [REDACTED]

E [REDACTED]

PILOT AND AIRCRAFT INFORMATION ATTACHED AT END OF STATEMENT

- I DEPARTED KGMU [GREENVILLE DOWNTOWN AIRPORT, GREENVILLE, SC] AT AROUND 12:09 PM EDT WEDNESDAY 03/22/2017.
- I WAS THE ONLY PERSON ON BOARD
- PURPOSE OF FLIGHT WAS PERSONAL TRANSPORTATION TO KPDK.
- PLANNED TO OVERNIGHT IN ATLANTA AND RETURN ON TO KGMU 03/23/2017.
- WEATHER WAS VFR FOR ENTIRE ROUTE AND I FILED AN IFR FLIGHT PLAN.
- I RECEIVED PILOT BRIEFING USING DUATS.COM
- REVIEWED ALL NOTAMS AND HOTSPOT TAXIE AREAS FOR KPDK AND WEATHER
- ROUTE: V415 ODF V222 LOGEN
- FLIGHT PROCEEDED WITHOUT INCIDENT AT 6000 FT
- NEAR LOGEN INTERSECTION ATLANTA APPROACH ASSIGNED HEADING OF 235 DEGREES AND DIRECTED ME TO MAINTAIN 180 KTS FOR SEQUENCING.
- APPROXIMATELY 15 MILES SOUTHEAST OF KPDK, ATLANTA APPROACH ASSIGNED ME "DIRECT KPDK, DECEND TO 4000, MAINTAIN 180 KTS AND EXPECT VISUAL TO RWY 3R
- PRIOR TO CONTACTING KPDK TOWER, OBTAINED ATIS INFORMATION A
- I REPORTED AIRPORT IN SIGHT APPROXIMATELY 8 MILES SOUTHEAST OF KPDK

- ATL APP TOLD ME TO CONTACT KPDK TOWER
- KPDK TOWER TOLD ME TO CHANGE TO RWY 3L, CLEARED VISUAL APP
- AT 117 IAS SET FLAPS IN APPROACH POSITION
- TURNED RIGHT BASE FOR RWY 3L
- ON FINAL FOR RWY 3L I MADE DECISION TO GO MISSED APPROACH
- CALLED TOWER WHILE OVER RWY 3L THAT I WAS MISSED APPROACH
- TOWER ASKED IF I WOULD LIKE TO CANCEL IFR, SQUAWK VFR AND STAY IN PATTERN FOR LANDING RWY 3L
- I ANSWERED YES AND CHANGED TRANSPONDER TO 1200
- TOWER TOLD ME TO MAKE CLOSE LEFT TRAFFIC AND CLEARED ME TO LAND ON RWY 3L
- TOWER ADVISED ME OF JET TRAFFIC THAT WOULD BE TURNING RIGHT BASE FOR RWY 3R AT ABOUT SAME TIME I WOULD BE TURNING LEFT BASE FOR RWY 3L.
- ON FINAL FOR RWY 3L WHEN LANDING WAS ASSURED, I SET FULL FLAPS AND REDUCED POWER TO IDLE
- WHEN I CROSSED RWY 3L THRESHOLD AIRCRAFT "FLOATED"
- MAIN GEAR FIRST TOUCHED DOWN APPROXIMATELY 1/3 DOWN RUNWAY FROM THRESHOLD
- AIRCRAFT BALLOONED UP 1st TIME MAIN GEAR TOUCHED RUNWAY
- AIRCRAFT BALLOONED UP 2nd TIME MAIN GEAR TOUCHED RUNWAY
- AIRCRAFT MADE 3rd BALLOON MOTION
- I ADDED FULL POWER AND BROUGHT FLAPS BACK TO APPROACH POSITION DURING THE UPWARD PORTION OF 3RD BALLOON MOTION
- AIRCRAFT MADE IMMEDIATE 45 DEGREE TURN TO LEFT, WITH RIGHT RUDDER FULLY DEPRESSED
- AIRCRAFT BEGAN SLIDING SIDEWAYS AND DEPARTED CENTER LINE OF RWY 3L AND SLID ACROSS GRASS AREA SEPARATING RWY 3L FROM TAXIWAY A.
- AIRCRAFT CAME TO STOP ON EDGE OF GRASS AND TAXIWAY A.
- ACCIDENT OCCURED APPROXIMATELY 1:00PM EDT
- ENGINE HAD STOPPED RUNNING
- WHEN AIRCRAFT CAME TO A FULL STOP, I RADIOED TOWER
- THEY RESPONDED THAT SAFTY CREWS WERE INROUTE
- I PULLED MIXTURE TO CUTOFF AND TURNED OFF ALL ELECTRICAL AND TURNED KEYS TO OFF AND REMOVED IGNITION KEYS
- I OPENED LEFT SIDE DOOR AND SMELLED FOR GAS OR SMOKE
- THERE WAS NO SIGN OF GAS OR FIRE
- AIRCRAFT HAD APPROXIMATELY 35-40 GALLONS 100LL ON BOARD
- I WAITED IN LEFT SEAT UNTIL EMERGENCY CREWS ARRIVED AND CHECKED MYSELF FOR INJURY
- THANKFULLY, I HAD NO INJURY AND EXITED AIRCRAFT WITH THE ASSISTANCE OF EMERGENCY CREWS

- I REMAINED WITH THE AIRCRAFT UNTIL MR. STEVEN NEWCOMER/FAA AVAITION SAFETY / FAA/AVS FSDO-11 ARRIVED AND MADE PHOTOGRAPHS OF MY PILOT LICENSE AND AIRMANS MEDICAL
- I ANSWERED HIS QUESTIONS REGARDING SEQUENCE OF EVENTS
- AFTER RECEIVING MR. NEWCOMER'S PERMISSION I REMOVED MY CARRY-ON BAG FROM THE LUGGAGE COMPARTMENT
- AFTER RECEIVING MR. NEWCOMER'S PERMISSION I LEFT THE AREA AND ATLANTIC AVIATION PERSONNEL DROVE ME TO THEIR FBO.

This is page 4 of 4 and nothing follows.