

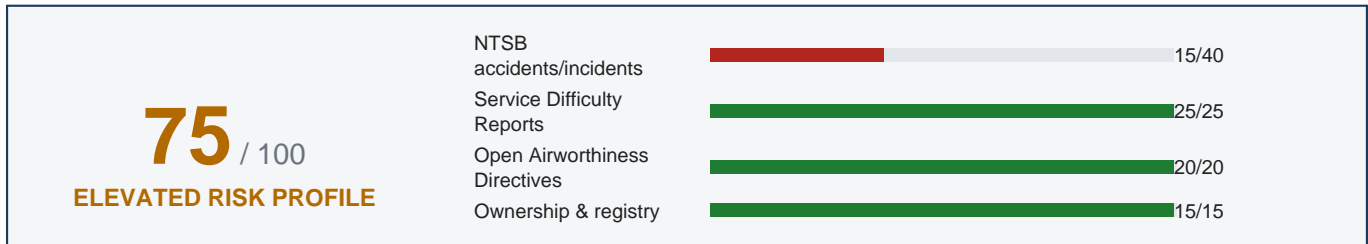
# TAILGUARD

## AIRCRAFT HISTORY & RISK REPORT

N123XX — CIRRUS DESIGN CORP SR22  
(2005)

Report date: 2026-06-13

### RISK SCORE



100 = clean history. Deductions are applied per axis; see Methodology on the last page.

### RED FLAGS

- Substantial damage event 2026

### AIRCRAFT IDENTITY

Registration	N123XX	Serial number	0000-SAMPLE
Manufacturer	CIRRUS DESIGN CORP	Model	SR22
Year built	2005	Engine	CONT MOTOR IO-550 SERIES
Registered owner	Private owner, TX	Owner state	TX
Airworthiness date	2005-01-26	Certificate issued	2015-12-19
Registry status	Valid (V)	Last registry action	2025-07-14

### NTSB ACCIDENTS / INCIDENTS

Date	Type	Damage	Injury	Location	Phase	Airframe check
2026-01-08	Accident	Substantial	Minor	Philippi, WV	Landing	Serial verified

Probable cause (2026-01-08): The pilot's failure to obtain the proper touchdown point, which resulted in a runway overrun.

### SERVICE DIFFICULTY REPORTS (FAA SDR)

68 SDR on record, grouped by aircraft system (JASC chapter):

System (JASC)	Reports	Most recent	Latest reported issue
53 - Fuselage	22	2001-08-13	DURING SCHEDULED MAINTENANCE:FOUND 2 INCH CRACK AT STATION 940 STRINGER 23R.REPAIRED IAW EO DRAWING NR AS11300...
32 - Landing Gear	8	2003-08-19	DURING FINAL APPROACH, AFTER GEAR EXTENSION, NOSE LANDING GEAR LIGHT DID NOT ILLUMINATED. RETARDING POWER LEV...
57 - Wings	8	2002-02-14	DURING C-CHECK, LEFT WING STA XW 60 AUXILIARY SPAR LUG WITH CRACK, ADJACENT TO MLG TRUNNION FITTING. REMOVED ...
54 - Nacelles/Pylons	7	2003-09-08	DURING (A) CHECK INSPECTION THE FOLLOWING WAS FOUND; NR 4 PYLON LT LOWER SPAR CAP WITH CRACK STA YOP 251 BY AC...

System (JASC)	Reports	Most recent	Latest reported issue
29 - Hydraulic Power	5	2003-06-11	LOSS OF HYDRAULIC FLUID DOWN TO STAND-PIPE. LOSS OF HYDRAULIC CHECK LIST COMPLETED. INSPECTED NR 3 PYLON FOR...
79 - Engine Oil	3	2003-07-09	AFTER TAKE-OFF NR 1 ENGINE OIL PRESSURE LIGHT ILLUMINATED ACCOMPLISHED APPROPRIATE CHECKLISTS, AND RETURNED TO...
26 - Fire Protection	3	2003-02-26	ON PRE-FLIGHT, LOWER CARGO SMOKE DETECTOR MAINTENANCE LIGHT ON. ENTERED ON DMI 17527 IAW MEL 26-10-1-1A. R...
34 - Navigation	2	2002-07-03	AT START OF TAKEOFF ROLL F/O ARTIFICIAL HORIZON FAILED WITH FLAG, REJECTED TAKEOFF AT 40 KNOTS AND RETURNED TO...
27 - Flight Controls	2	2002-05-29	AT BEGINNING OF TAKEOFF, ROLL SPOILER EXTENDED, LIGHT ILLUMINATED. ABORTED TAKEOFF. PERFORMED VISUAL INSPECT...
75 - Engine Air	1	2002-06-19	ENGINE NR 4 UNABLE TO SPOOL TO MAX POWER DURING TAKEOFF. REMOVED AND REPLACED ENGINE BLEED VALVE IAW MM 75-30...

+ 7 other system(s) with fewer reports.

## AIRWORTHINESS DIRECTIVES

No Airworthiness Directive matched for this make/model in the dataset reviewed.

## SOURCES & METHODOLOGY

Every TAILGUARD report is compiled exclusively from the following official U.S. government datasets:

Dataset	Official source (exact URL)	Data extracted
FAA Aircraft Registry (releasable database)	<a href="https://registry.faa.gov/database/ReleasableAircraft.zip">https://registry.faa.gov/database/ReleasableAircraft.zip</a>	2026-06-11
NTSB accident/incident database (CAROL export API)	<a href="https://data.ntsb.gov/carol-main-public/api/Query/FileExport">https://data.ntsb.gov/carol-main-public/api/Query/FileExport</a>	2026-06-11
FAA Service Difficulty Reports (annual CSV files)	<a href="https://external.apic4e.faa.gov/sdrs/retrieve/SDR-{YYYY}.csv">https://external.apic4e.faa.gov/sdrs/retrieve/SDR-{YYYY}.csv</a>	2026-06-11
FAA Airworthiness Directives (Federal Register API)	<a href="https://www.federalregister.gov/api/v1/documents.json">https://www.federalregister.gov/api/v1/documents.json</a>	2026-06-11
AD supersession status (Federal Register full texts)	<a href="https://www.federalregister.gov/api/v1/documents/{doc}.json">https://www.federalregister.gov/api/v1/documents/{doc}.json</a>	2026-06-11

**Coverage.** NTSB cases from 2008 to present; Service Difficulty Reports from 1995 to present; the FAA registry covers currently registered aircraft only.

**Scoring.** The score starts at 100 and applies deductions per axis: NTSB accidents/incidents (max 40), recent SDR density compared with the average among reporting aircraft of the same model over the last 10 years (max 25), open ADs (max 20), ownership/registry signals (max 15).

**Airframe verification.** U.S. registration numbers are reused. NTSB events are matched against the current airframe's serial number; events attributed to a different serial are shown but excluded from the score.

**Known limitations.** The FAA publishes only the CURRENT owner — ownership history is approximated by the certificate issue date. SDR reporting is voluntary for general aviation and under-reported: the absence of SDRs is not proof of a clean maintenance history. AD applicability is matched by make/model, not by serial-number effectivity.

**Disclaimer.** This report is an informational summary of public records. It is not a pre-purchase inspection, not a title search, and not airworthiness advice. Always have the aircraft and its maintenance records inspected by a licensed A&P/IA before purchase.