



Aviation Investigation Final Report

Location:	Jasper, Georgia	Accident Number:	GAA19CA099
Date & Time:	November 28, 2018, 11:30 Local	Registration:	N343BZ
Aircraft:	Cirrus SR20	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, during the touch-and-go landings, she observed that the student was struggling to maintain traffic pattern altitude and that the airplane was excessively left of the runway centerline. She told him that he would not be allowed to land until the airplane was on the centerline. During the accident landing, the airplane was left of the runway centerline, and she asked him to correct. He corrected, and she anticipated a full landing. During the landing flare, the airplane drifted left, and she instructed the student to perform a go-around. The student aggressively pitched up the airplane, and she heard the stall warning horn and the stall audio annunciation. She took the flight controls and lowered the nose, but the airplane continued to drift left. The student's statement corroborated the instructor's statement.

The airplane sustained substantial damage to the fuselage and left wing.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station located about 9 miles south of the accident airport reported that, about 5 minutes after the accident, the wind was from 290° at 9 knots, gusting to 15 knots. The student landed the airplane on runway 34.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's exceedance of the airplane's critical angle of attack during a go-around, which resulted in an aerodynamic stall, and the flight instructor's delayed remedial action.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Angle of attack - Not attained/maintained
Environmental issues	Airport structure - Contributed to outcome
Environmental issues	Ground vehicle - Contributed to outcome

Factual Information

History of Flight

Approach-VFR go-around	Aerodynamic stall/spin (Defining event)
Approach-VFR go-around	Loss of control in flight
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	58,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 21, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 12, 2017
Flight Time:	(Estimated) 2285 hours (Total, all aircraft), 428 hours (Total, this make and model), 2150 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	33,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 6, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 50 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus	Registration:	N343BZ
Model/Series:	SR20 No Series	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2349
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	October 18, 2018 100 hour	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	749 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated	Engine Model/Series:	IO-390 SER
Registered Owner:		Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	K47A, 1219 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	169°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	2°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Atlanta, GA (PDK)	Type of Flight Plan Filed:	None
Destination:	Jasper, GA (JZP)	Type of Clearance:	None
Departure Time:	15:31 Local	Type of Airspace:	Class G

Airport Information

Airport:	PICKENS COUNTY JZP	Runway Surface Type:	Asphalt
Airport Elevation:	1535 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	34.452499,-84.458335(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	John Palmer; FAA; Atlanta, GA
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98781

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