



Aviation Investigation Final Report

Location:	Pahokee, Florida	Accident Number:	ERA24LA068
Date & Time:	December 18, 2023, 17:35 Local	Registration:	N875SB
Aircraft:	CIRRUS DESIGN CORP SR20	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The accident occurred during a transition training instructional flight, and the pilot receiving instruction had not previously logged any flight experience in the accident airplane make and model. The pilot receiving instruction reported that on final approach they entered a side slip to align with the runway. The airplane was stable approaching the threshold but once past the threshold the airplane started to drift to the right of the centerline. The pilot called for a go-around and controls were passed to the flight instructor. The flight instructor stated that 20-30 feet above the runway the tail began to swing from left to right and he took control of the airplane. The airplane floated over the runway for a few seconds while he used the rudder to compensate for the unexpected gust of wind. The flight instructor stated that the airplane became difficult to control before one wing contacted the runway. The tail structure separated from the fuselage and the fuselage, engine mount, and both wings were substantially damaged. The flight instructor stated that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor's failure to maintain control of the airplane after encountering a wind gust during landing.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Landing	Other weather encounter

Flight instructor Information

Certificate:	Flight instructor	Age:	34,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 18, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 29, 2023
Flight Time:	(Estimated) 1605 hours (Total, all aircraft), 1438 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Flight instructor	Age:	39,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 379 hours (Total, all aircraft), 0 hours (Total, this make and model), 298.6 hours (Pilot In Command, all aircraft), 107.7 hours (Last 90 days, all aircraft), 26.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N875SB
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2720
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 13, 2023 100 hour	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	802.6 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed	Engine Model/Series:	IO-390-C3B6
Registered Owner:	C-LEVEL AVIATION LLC	Rated Power:	215 Horsepower
Operator:	SkyBlue Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	2IS,20 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	17:35 Local	Direction from Accident Site:	259°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	17°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Palm Beach, FL (F45)	Type of Flight Plan Filed:	None
Destination:	Pahokee, FL	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	PALM BEACH COUNTY GLADES PHK	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4116 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	26.784113,-80.693201(est)

Administrative Information

Investigator In Charge (IIC):	Enders, Ryan
Additional Participating Persons:	Juan Garcia; FAA/FSDO; Miami, FL
Original Publish Date:	March 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193542

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).