



Aviation Investigation Final Report

Location:	Aitkin, Minnesota	Accident Number:	CEN24LA138
Date & Time:	March 18, 2024, 17:00 Local	Registration:	N788JN
Aircraft:	CIRRUS DESIGN CORP SR20	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that during rotation, “all of a sudden the back of the plane kicked to the right and at the same time caused me to takeoff [to] the left.” He attempted to abort the takeoff; however, the airplane impacted marsh terrain adjacent to the left side of the runway. The airplane sustained substantial damage to right wing and main wing spar. He reported that he was aware of crosswind conditions at the time of the takeoff but not too concerned because he had landed and took off in those conditions on previous flights. Postaccident examination of the airplane revealed no evidence of any preaccident mechanical malfunctions or failures 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 student pilot’s failure to maintain directional control during the takeoff in crosswind conditions.

Findings

Environmental issues	Crosswind - Response/compensation
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	49,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 3, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	46.6 hours (Total, all aircraft), 40.5 hours (Total, this make and model), 40.5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N788JN
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1427
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 13, 2024 100 hour	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3600 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360-ES
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Aitkin, MN	Type of Flight Plan Filed:	None
Destination:	Voyageur Village, MN (9WN2)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	AITKIN MUNI/STEVE KURTZ FLD AIT	Runway Surface Type:	Asphalt
Airport Elevation:	1206 ft msl	Runway Surface Condition:	Dry
Runway Used:	16/34	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.55053,-93.674102(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Daniel Sindt; FAA; Minneapolis, MN
Original Publish Date:	April 30, 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=193964

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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](#).