



Aviation Investigation Final Report

Location:	Salt Lake City, Utah	Accident Number:	WPR23LA358
Date & Time:	September 27, 2023, 14:10 Local	Registration:	N190BM
Aircraft:	CIRRUS DESIGN CORP SR20	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The solo student pilot reported that during a landing attempt he experienced a right crosswind and used rudder and aileron control inputs to remain on the runway centerline. During the roundout the airplane bounced and began to veer left of the runway centerline. He applied brakes and attempted to return the airplane to the center of the runway, but the airplane departed the left runway edge and impacted a taxiway sign. The airplane sustained substantial damage to the left wing.

The student pilot reported no preimpact mechanical malfunctions or anomalies that could 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 landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Sign/marker - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Collision during takeoff/land
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Student	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 25, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	74 hours (Total, all aircraft), 74 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N190BM
Model/Series:	SR20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9381
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 14, 2023 Unknown	Certified Max Gross Wt.:	3150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	51 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO390-C3B6
Registered Owner:	On file	Rated Power:	215
Operator:	Elevate Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSLC, 4227 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:19 Local	Direction from Accident Site:	191°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	29°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Provo, UT (PVU)	Type of Flight Plan Filed:	None
Destination:	Salt Lake City, UT	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class B

Airport Information

Airport:	SALT LAKE CITY INTL SLC	Runway Surface Type:	Asphalt
Airport Elevation:	4230 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	9596 ft / 150 ft	VFR Approach/Landing:	Full stop; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.79, -111.96

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	Keith Crockett; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	December 7, 2023
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=193157

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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](#).