

My name is Sam Fereidouni , I am a private pilot and an AME. I have 270 hrs, 338 day landings 18 night landings all in the same make and type of aircraft a cirrus sr22t /golf and am working on my instrument rating. I have done all of my entire flight training in cirrus sr22t and have flown the same aircraft exclusively since my license was issued. At the time of this flight my biannual is current and due in May of 2024 , my flight log is current , my medical is current and my license is active. At the time of this flight I was on no medication other than 81mg Aspirin and had consumed no alcohol for several weeks prior. At the time of this flight I had had 2 landings and take offs in the prior 90 days however I always fly with safety pilots for cross country flying and all my safety pilots are CFI and use the time with them to add to my training. I also rely on safety pilots to be able to fly in conditions for which Im unqualified for ie IMS conditions while I work on my instrument rating and utilize that flight time as training for my instrument rating.

On Fri April 19, 2024 I arrived at approximately 6am to meet my safety pilot Ashleigh Meeks. The night prior I had done flight planning which included a route that I had used previously which was KSDL, SALOM, QUTIP , GLRNO to KPRB for a planned altitude of 10,500ft. The weight and balance that I had performed indicated that myself , Ashleigh and a friend who was going to be total wgt of 343 lbs for people, 100 lbs cargo for total payload of 443 lbs . I had done my calculations with full 92gal of fuel however the flight itself only required 49.3gal of fuel and we were in weight and balance.

When I arrived at the airport Ashleigh had already done the preflight , I loaded our bags, did a quick walk around the airplane , confirmed fuel levels myself we were at tabs approximately 65 gals and confirmed with Ashleigh oil levels. At that stage in the process I asked her if we should fuel up to full tanks as I typically like to fly full tanks in case of weather or alternate routes etc. She said it was up to me and we discussed that we should have plenty of fuel and decided to proceed with tabs level fuel. At time of our take off the briefing at KPRB for our expected landing time was VRB03KT 2SM BR OV004 but every time before and after that time showed VFR conditions so I knew there was a chance we might have to divert or if we arrived later there may be a good chance that conditions would improve and no sigmets were forecasted for that day in our flight path.

Once on the flight the take off and initial phases of the flight were very uneventful and typical as we have done this flight several times together in the past. We as is typical requested flight following immediately after take off and received flight following.

During the flight we continually checked the weather and recognized that it would be overcast . I am a vfr private pilot and although am studying for my instrument license I am not instrument rated yet, however, Ashleigh being a CFI I had full confidence that we would not have too much trouble and that this could be a training exercise for me. At approximately 1hr 30min or near big bear lake California KVCV I realized that we may only have 5 gal of fuel left after we land at KPRB and given the conditions at KPRB I was not comfortable with that in case we needed to hold in the area or go to an alternative airport. During the flight the weather conditions at KPRB initially showed overcast 200 , then overcast 400. I suggested we stop for fuel. Ashleigh suggested Bakersfield I felt it would not worth the extra hassle of flying into an unfamiliar airport which gets significant traffic and suggested big bear which at that time we had just passed on our left by a few seconds. We agreed to land at big bear KVCV and I turned right and back towards big bear. Almost immediately we received a call from center asking if everything was ok , I apologized for not letting them know in advance and that we were stopping at big bear for fuel and they confirmed. I had the field in sight and landed at KVCV without incident . I thought

this would have a secondary benefit of giving us time for weather to improve. We had breakfast and fueled up to full tanks 92gal and during the approximate 1hr 30min we were on the ground the weather at KPRB did improve and it was now overcast 600ft and improving.

Upon take off from big bear we had a manifold pressure warning which is absolutely common for this aircraft due to a variety of factors predominantly the cool temperature at big bear and the high altitude. Despite this being common we aborted take off taxied back adjusted mixture slightly and took off without incident the second time once the engine had warmed up a bit.

Near arriving at KPRB Ashleigh called center and filed an IFR flight plan for a R-nav runway 19. They sent us to a fix for a hold called HOVLI . During that time there were zero aircraft around KPRB and no one in the pattern whatsoever and it appeared that 1 or possibly 2 other aircraft were going to be sent to that same hold position by Oakland center for approaches into KPRB. Upon arriving at HOVLI Ashleigh was uncertain how to place the hold into the flight computer but in my limited IFR training remembered how to do so I placed the hold into the plane and virtually immediately as I hit enter to start the hold center called and said we were cleared for r-nav runway 19. We never entered into the hold or did any form of descent at the hold position. I was under the impression that once they cleared us we were to break the hold and proceed direct to the field. At this point things became stressed because I was uncertain if the rest of the approach was programmed in correctly already or not since this was the extent of my training but we started our decent from HOVLI. I don't remember if center had given us vectors and altitudes or if it was all preprogrammed. We broke through the clouds and we were nearly perfectly aligned with runway 19 however we were entirely too close and too high. At that point I was hand flying the aircraft and made the decision to go around and called we need to go around. Beneath the clouds was perfectly clear and I still felt the flight at that time was routine. When I made the decision to go around not having completed IFR training I was uncertain if we were supposed to be communicating with Oakland center or if we should be on Unicom frequency. I voiced that to Ashleigh and she was becoming task saturated so I told her I would fly the plane and she should handle the radios. She agreed and told me make right pattern. At the time I knew that I typically follow left pattern at this airport and I thought that should be the standard this time so I confirmed and repeated to her you sure right pattern and she said yes turn right so I followed and turned right then right again for what perceived would be a downwind for runway 19 right pattern but at that point the runway was on the right side of the plane so I had no clear line of sight to the runway. Ashleigh communicated with center and told them we would take a visual from here they confirmed and she told me it would be a short final for 19 and to make a right turn now. I repeated turning right for short final for 19. I made the final of 3 right turns and indeed a runway was in sight we were at the correct attitude, correct pitch, correct speed and flaps were in correct configuration and I proceeded on final approach for the runway. The plane was still in stable and controlled flight at that time. Once we got closer and I could read the runway numbers I stated to Ashleigh "Do you realize this is runway 13 not runway 19 we are supposed to be on runway 19" . My intent in that statement was just as a point of information because we were already committed to this runway and I was approaching the threshold of the runway my intent was that its too late to change anything we are going to mistakenly land on runway 13 however I did not want to do that without vocalizing what was happening in the event in my mind we needed to go around again otherwise land on 13. I don't know for certain but I believe we were at that point only maybe 100-400 ft above the ground and maybe less than thousand feet to threshold of runway 13 and doing 85knots descending 100-200ft/min. Nearly simultaneously as I finished my statement we were crossing runway 19 beneath

us and still no one else was in the pattern at the airport so internally I was not worried about a collision which was my primary concern when I realized we were about to land runway 13.

As we were crossing runway 19 and nearly to runway 13 after my statement Ashleigh stated "my airplane" I acknowledged "your airplane" and my expectation was she would offset runway 13 and go around and land us herself on 19. Instead, she immediately called out short final runway 19 and banked us hard right for 19. Within a fraction of second stall warning sounded and the right wing began to stall , she applied power and attempted to level. We made firm but not catastrophic contact with runway 19 but were not parallel to the runway we ran off runway 19 , skidded on gravel, continue to travel at speed over grass and after some time on the grass suddenly the front wheel sank into mud and entire plane flipped forward and over where we came to a stop. My head was pinned between the seat headrest and the ceiling of the cabin and I could not free myself I confirmed everyone else was generally ok I yelled out that I was trapped Ashleigh released my seat back which released me. I released my seatbelt and was bleeding and paramedics arrived in short time and extricated us by breaking windows and pulling us out. We were transported by ambulance to the nearest trauma center in san luis Obispo approximately 30min away. To my understanding Ashleigh sustained no significant injury , the other female passenger sustained a contusion to forehead and bruising over left hip. I sustained 2 vertebral fractures in C-spine, nerve pain right arm, laceration to forehead, and variety of superficial abrasions and lacerations to left arm and both legs. I also have upper back and neck significant muscle strains. All occupants were properly belted during entirety of the flight.