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Date: 01/17/24

Subject: ERA23FA174

Contact: Troy Lindberg, Blaine, MN

Mr. Lindberg was interviewed via telephone. He stated that prior to descent from FL310, the weather was clear with no turbulence. He was descending from FL310 to FL270 about 275-kts indicated, to meet a crossing restriction altitude at the OGGER intersection. He does not recall using the speedbrakes and added that while there is an altitude restriction at OGGER, there is usually not a speed restriction.

Mr. Lindberg further stated that during the descent the airplane encountered brief, momentary, clear air turbulence. Specifically, he felt a negative g, followed by a significant positive g, twice, in the span of about 1 second. He stated that the turbulence was enough to lift two water bottles out of 1.5-in cupholders in the cockpit, onto the floor. Additionally, his mounted checklist moved from the right side of the windscreen to the left.

After the turbulence, Mr. Lindberg reduced throttle in preparation for further turbulence. At that time, he noticed a yaw that he initially thought was asymmetrical thrust reduction, but then observed that the left winglet had separated. Mr. Lindberg declared an emergency and landed at TPA uneventfully.