



Aviation Investigation Final Report

Location:	San Juan, Puerto Rico	Accident Number:	ERA23LA090
Date & Time:	December 14, 2022, 10:45 Local	Registration:	N416PC
Aircraft:	CIRRUS DESIGN CORP SR22	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, during the landing flare, the airplane “bounced” back into the air. The pilot attempted to regain control of the airplane but was unsuccessful. The airplane collided with the runway and “skidded” off the left side before coming to a stop in the grass. The pilot reported that there were no mechanical malfunctions or failures of the airplane that would have precluded normal operation. A Federal Aviation Administration inspector examined the airplane after the accident and conformed that the fuselage had been substantially damaged.

Probable Cause and Findings

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

The pilot’s improper recovery from a bounced landing which resulted in a loss of control and subsequent runway excursion.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing	Runway excursion

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 17, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2022
Flight Time:	(Estimated) 222 hours (Total, all aircraft), 25 hours (Total, this make and model), 178 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N416PC
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4329
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 9, 2022 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	716 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550-N
Registered Owner:	SKY WEST AVIATION INC TRUSTEE	Rated Power:	310 Horsepower
Operator:	SKY WEST AVIATION INC TRUSTEE	Operating Certificate(s) Held:	None
Operator Does Business As:	Rent A Plane	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TJIG,10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	43°
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	22°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santo Domingo, CB (MDJB)	Type of Flight Plan Filed:	VFR
Destination:	San Juan, PR (TJIG)	Type of Clearance:	VFR
Departure Time:	09:05 UTC	Type of Airspace:	Class D

Airport Information

Airport:	FERNANDO LUIS RIBAS DOMINICCI SIG	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	5539 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	18.4567,-66.0983(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Ivan D. Ocasio Tapia; FAA/FSDO; San Juan, CB
Original Publish Date:	June 15, 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=106463

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).