



Aviation Investigation Final Report

Location:	Paso Robles, California	Accident Number:	ANC24LA026
Date & Time:	April 19, 2024, 11:23 Local	Registration:	N51FM
Aircraft:	CIRRUS DESIGN CORP SR22T	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot receiving instruction reported that while on short final approach, he recognized that he was aligned with the wrong runway. The flight instructor took control of the aircraft and banked hard to the right in an attempt to land on the runway which they were cleared to land. Almost immediately the stall warning sounded, the flight instructor applied throttle and attempted to level the aircraft. The landing gear contacted the runway, the airplane continued across the runway into a field and came to rest inverted. The pilot receiving instruction sustained serious injury and the airplane sustained substantial damage to the fuselage. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane 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 flight instructor’s failure to maintain adequate airspeed during landing which resulted in a loss of directional control and runway excursion. Contributing to the accident was the pilot receiving instructions failure to maintain runway alignment.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Wrong surface or wrong airport
Landing	Stall warn/stick-shaker/pusher
Landing-flare/touchdown	Runway excursion (Defining event)

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 10, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 12, 2022
Flight Time:	270 hours (Total, all aircraft), 270 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23, Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 5, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 19, 2024
Flight Time:	438 hours (Total, all aircraft), 114 hours (Total, this make and model), 152 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: Yes
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	Registration:	N51FM
Model/Series:	SR22T	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2156
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	August 1, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	18.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	576.8 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	TSIO-550-K
Registered Owner:	On file	Rated Power:	315 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRB,840 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Bear, CA (L35)	Type of Flight Plan Filed:	None
Destination:	Paso Robles, CA (KPRB)	Type of Clearance:	IFR;VFR flight following
Departure Time:	10:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	Paso Robles Municipal Airport PRB	Runway Surface Type:	Asphalt
Airport Elevation:	840 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	RNAV
Runway Length/Width:	6008 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	35.680398,-120.62565

Administrative Information

Investigator In Charge (IIC):	Joyce, Stacia
Additional Participating Persons:	Troy Gott; Federal Aviation Administration; San Jose, CA
Original Publish Date:	March 6, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194129

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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](#).