Aviation Investigation Preliminary Report

Location:	LaFayette, GA	**Accident Number:**	ERA25FA151
Date & Time:	March 20, 2025, 14:30 Local	**Registration:**	N969SS
Aircraft:	CIRRUS DESIGN CORP SR22	**Injuries:**	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

On March 20, 2025, about 1430 eastern daylight time, a Cirrus SR-22, N969SS, was destroyed when it was involved in an accident near LaFayette, Georgia. The flight instructor and pilot receiving instruction were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

According to preliminary Automatic Dependent Surveillance-Broadcast (ADS-B) flight track data, the airplane departed its home airport of Richard B. Russell Regional Airport (RMG), Rome, Georgia about 1336 and arrived at Barwick LaFayette Airport (9A5), LaFayette, Georgia about 1350. The pilot picked up his flight instructor at 9A5 and they took off about 1421 and proceeded to complete two circuits of the traffic pattern for runway 20 at 9A5. While on approach after the third traffic pattern, multiple witnesses reported seeing the airplane in a nose-high pitch attitude. One witness reported that the airplane was “noticeably lower” than the airplanes he normally sees landing at the airport.

The airplane impacted runway 20 about 170 ft prior to the runway threshold in the displaced threshold area. The airplane came to rest about 175 ft from the initial impact point and about 25 ft off the right side of runway. The airplane was inverted on a magnetic heading of about 340° and was consumed by a postaccident fire. All major components were found at the accident site. Multiple pieces of right wing structure were found strewn along the debris path. Multiple propeller strike marks were found on the runway pavement about 20 ft from the initial impact mark.

The fuselage, empennage, both wings, and engine mount sustained substantial damage. Elevator and rudder control continuity were confirmed from the attachments at the flight control surfaces to the cockpit. Aileron control continuity for both wings was confirmed from the flight control surface bellcranks to the cockpit. The flap actuator jackscrew was found in the wreckage with 3 inches of the jackscrew exposed, which equated to the flaps being set at

50%. The gascolator remained attached to the firewall and when removed and examined was free of debris. The airplane was equipped with a Cirrus Airframe Parachute System (CAPS). The CAPS parachute was found in the wreckage and was still packed.

The engine exhibited thermal and impact damage. The crankshaft was rotated by hand using a tool inserted into an accessory drive pad. Crankshaft, camshaft, and valve train continuity was confirmed through multiple rotations of the crankshaft. Valves for cylinder nos. 1, 2, 3, 4, and 6 moved freely. The no. 5 cylinder exhibited impact damage. Both turbocharger shafts spun freely when rotated by hand. The airplane was equipped with one standard magneto and one electronic magneto, both of which remained secure to the engine. The standard magneto was removed from the engine and rotated by hand. The impulse coupling snapped, and spark was observed from all towers. All spark plugs exhibited normal wear when compared to the Champion Aerospace Aviation Check-A-Plug chart. Fuel was found present in the engine-driven fuel pump and the pump driveshaft remained intact. Fuel was present in the fuel manifold and the manifold screen was unobstructed. All fuel injector nozzles were removed and examined and were found clear. The oil filter was removed and examined with no debris noted in the oil filter pleats.

Review of the fuel farm records at 9A5 found there was no fuel purchased on the day of the accident flight. The fixed base operator at RMG reported that the pilot purchased 54.2 gallons of 100LL aviation fuel on the day of the accident. The fueler at RMG reported that he had personally fueled the accident airplane and that he had filled both wing fuel tanks completely.

The 9A5 Meteorological Aerodrome Report (METAR) issued at 1415 reported wind of 260° true at 7 knots. The 9A5 METAR issued at 1435 reported wind of 330° true at 10 knots.

The wreckage was retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	CIRRUS DESIGN CORP	**Registration:**	N969SS
Model/Series:	SR22	**Aircraft Category:**	Airplane
Amateur Built:			
Operator:	On file	**Operating Certificate(s) Held:**	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	**Condition of Light:**	Day
Observation Facility, Elevation:	9A5,776 ft msl	**Observation Time:**	14:35 Local
Distance from Accident Site:	0.25 Nautical Miles	**Temperature/Dew Point:**	8°C /-1°C
Lowest Cloud Condition:	Scattered / 4300 ft AGL	**Wind Speed/Gusts, Direction:**	10 knots / None, 330°
Lowest Ceiling:		**Visibility:**	10 miles
Altimeter Setting:	29.97 inches Hg	**Type of Flight Plan Filed:**	NONE
Departure Point:	LaFayette, GA	**Destination:**	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:	N/A	**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	On-ground
Total Injuries:	2 Fatal	**Latitude, Longitude:**	34.692361,-85.2889

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Mike Jones; FAA/FSDO; Atlanta, GA John Goebel; Cirrus Aircraft; Kissimmee, FL Julie Crowell; Continental Aerospace Technologies; Mobile, AL
Investigation Class:	Class 3
Note:	