



Safety & Regulatory Compliance
7500 Airline Drive / M.S. 10P
Minneapolis, MN 55450-1101
www.EndeavorAir.com

To: Brad Baell, Endeavor Chief Pilot
From: [REDACTED]

Subject: NTSB Investigation into EDV5304 26-FEB-26, MGM-ATL, N354CA, CRJ700

On February 26th, 2026, I was the Pilot in Command of flight 5304 KMGM -KATL. The aircraft cabin door was closed at approximately 1436 Zulu, and we pushed from the gate shortly thereafter. Taxing out to runway 28 was normal and uneventful with weather reported at 220 8 knots light RA. After holding short of runway 28 for a couple of minutes, we were given a take-off clearance to fly runway heading and climb to 3000 feet. The takeoff and climb out was normal and uneventful. After switching to departure, we were instructed to continue our climb and turn direct SMAWG. Due to the short 28-minutes of flight, I elected to brief the arrival on the ground, leaving just the approach chart and landing briefing to be completed in the air.

After discussing the approach chart and landing briefing, we completed a descent checklist and prepared for the arrival. We were given instructions to descend via HOBTT3 Arrival. As we continued our descent below 10,000 feet, we started to encounter intermittent to continuous light turbulence, and then were further instructed to expedite descent down to 4,000 feet.

Atlanta ATC gave us a heading vector, followed by instruction to intercept runway 27L Localizer, subsequently clearing us for the approach to 27L. My recollection of the weather at the time was that the winds were 220 kts gust to 21 over cast at 1300 feet. At approximately 2,000 feet, I heard First Officer [REDACTED] call out runway 12 o'clock at which I replied insight landing.

Below 1,000 feet the approach became pretty bumpy, and I disconnected the autopilot to get a sense of what the aircraft was doing. At 100 feet, I heard First Officer [REDACTED] call Ref plus 10, so I started to slightly adjust the power. At the 30-foot call out, I started my flare, but just at that moment, we seemed to hit a gust of wind, which caused us to balloon and remove crosswind correction. The left wing dipped and scraped the runway. I called a go around but in trying to level the wings to get a positive performance, I over corrected and scrape the right wing.

We continued the go- around and advised ATC of the unstable approach. They vectored us around for a landing. Spoke to the passengers and let them know that we discontinued the approach and would land shortly. Considering the situation and after a brief discussion with First Officer [REDACTED] we elected to let him land and we taxied to the gate C47.

I acknowledge this statement may be released to Endeavor Safety and the National Transportation Safety Board (NTSB).

Regards,

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Flight 5304 MGM-ATL

Weather KMGM: 8sm wind 230 at 9kts; few 3,900; broken 7,000; overcast 8,000 altimeter 29.94

Blocked out and pushed back approximately 1545z Taxi was normal

Takeoff at 1555z on runway heading switch to departure frequency and was given a right turn direct SMAWG and climb to 10,000 feet.

We were given a frequency change to center and they gave us a climb to our final 14,000 feet. Cruise was fine but a little bumpy so we had the FAs sit the whole flight. Decent/Arrival was the HOBTT.HOBTT3

Normal decent to cross ENSLL at 12,000 feet.

Weather KATL: 10sm wind 220 at 19kts altimeter 29.88 was reported by tower

While on the Approach we were given descend down to 7,000 feet then to 5,000 and then best rate to 4,000 and eventually 3,000 feet. A heading of 350 was assigned and then heading of 290. We were given a speed of 180 maintain 3,000 feet at GRMPI clear for the ILS27L.

Checked in with tower and got a clearance to land and broke out of the clouds and saw the runway at 2,000 feet. Continued descent to runway 27L and at around the 100 foot call out I could feel the wind pick up and the Captain corrected the airplane to line up with the runway centerline. On the Flare there was a gust of wind that caused the airplane to bank to the right and the Captain called go around on himself. He corrected and seemed to over correct causing the left wing to be down. Then he over-corrected back to the right causing the right wing to scrape the ground. Initiating the Go Around maneuver we were given a Altitude of 3,000 feet and heading 180 not to exceed 210kts. When straight and level, I spoke to the Captain saying I am going to take the controls. He transferred the controls to My side (FO side) and I rejoined the approach and landed the aircraft.

Taxi-in was normal received the Whiskey loop then Lima to Ramp 4 for C37.

Shutdown went normal.

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