

**Wreckage Examination
NTSB Accident Number
ERA23FA258**

ACCIDENT

Location:	Jamestown, NY
Date:	June 6, 2023
Time:	1352 EDT
Aircraft:	Cirrus SR22T
Registration	C-GNMT

PARTICIPANTS (On Scene)

Robert J Gretz
Sr. Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation

Anthony Luttrell
Aviation Safety Inspector
FAA Rochester FSDO

Dareal Ferguson
Aviation Safety Inspector
FAA Rochester FSDO

Brad Miller
Air Safety Investigator
Cirrus Design Corp

HISTORY OF FLIGHT

On June 6, 2023, about 1352 eastern daylight time, a Cirrus SR22T, Canadian registration C-GNMT, was destroyed when it was involved in an accident near Jamestown, New York. The two Canadian certificated pilots were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

According to witnesses, the pilot in the left seat owned the accident airplane, and also brokered other airplanes. Additionally, the pilot in the left seat was preparing for an instrument rating practical examination, scheduled for the following week. The purpose of the accident trip was a combination of training and to work on exporting another airplane (Piper PA-28-181, C-FFTT) for sale in the U.S. That airplane was at Chautauqua County/Jamestown Airport (KJHW), Jamestown, New York.

Earlier during the day of the accident, the accident airplane flew uneventfully to KJHW. The accident flight was a return home to Waterloo International Airport (CYKF), Waterloo, Ontario, Canada. According to ADS-B data and witnesses, the accident airplane departed at 1341 and performed one touch-and-go landing on runway 31 uneventfully. During initial climb after the second touch-and-go landing on runway 31, about 100 to 200 feet above ground level, the airplane banked steep left, then leveled, then

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ERA23FA258**

banked right, followed by deployment of the Cirrus Aircraft Parachute System (CAPS). The airplane subsequently impacted a wooded area on the airport and a poscrash fire ensued.

PERSONNEL INFORMATION

Pilot information provided to NTSB IIC by TSB Canada. A request was made to the pilot's family for his pilot logbook.

AIRCRAFT INFORMATION

The airplane was manufactured in 2018 and equipped with a Continental IO-550K, 315-hp engine, driving a three-bladed Hartzell constant speed propeller. Review of the aircraft logbooks revealed that the most recent annual inspection was completed on March 7, 2023. At that time, the airframe and engine had accumulated 344 hours since new. The airplane flew an additional 75 hours from the time of the inspection, until the accident.

METEOROLOGICAL INFORMATION

KJHW 061756Z AUTO 36011G19KT 10SM FEW041 19/08 A2983

COMMUNICATIONS

The KJHW Common Traffic Advisory Frequency was not recorded.

FLIGHT RECORDERS

The airplane was equipped with an RDM, which was shipped to the NTSB Vehicle Recorder Laboratory, Washington, DC, for data download.

WRECKAGE AND IMPACT INFORMATION

The wreckage came to rest upright, oriented north, and was mostly consumed by fire. No debris path was observed, and the CAPS was recovered next to the wreckage. The four corners of the airplane were identified. The empennage remained attached and was partially consumed. The RDM sustained thermal damage, but was recovered from the empennage. The forward cockpit section and instrument panel were destroyed. Both wing ailerons and flaps had separated and were partially consumed. Flight control cable continuity was confirmed from the cockpit to all control surfaces. Measurement of the flap actuator corresponded to 50% flap extension. Measurement of the elevator trim motor corresponded to a neutral trim position.

**Wreckage Examination
NTSB Accident Number
ERA23FA258**



The propeller hub remained attached to the engine. Two composite blades separated, and one remained attached. The engine was retained for further examination.



MEDICAL AND PATHOLOGICAL INFORMATION

TBD.

WITNESS STATEMENTS AND CONTACT INFORMATION

Witness statements were provided by the Chautauqua County Sheriff Office.

ADDITIONAL INFORMATION

Wreckage Recovery: Anglin Aircraft Recovery, Clayton, DE