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## ACN: 2222811 (1 of 1)

### Time / Day

Date : 202503  
Local Time Of Day : 0601-1200

### Place

Locale Reference,Airport : ZZZ,Airport  
State Reference : US  
Relative Position,Distance,Nautical Miles : .5  
Altitude,MSL,Single Value : 3300

### Environment

Flight Conditions : VMC  
Light : Daylight

### Aircraft : 1

Reference : X  
ATC / Advisory,CTAF : ZZZ  
Aircraft Operator : FBO  
Make Model Name : SR20  
Crew Size,Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Training  
Flight Phase : Final Approach  
Airspace,Class E : ZZZ

### Aircraft : 2

Reference : Y  
ATC / Advisory,CTAF : ZZZ  
Aircraft Operator : Personal  
Make Model Name : Bonanza 35  
Crew Size,Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Mission : Personal  
Flight Phase : Final Approach  
Airspace,Class E : ZZZ

### Person

Location Of Person,Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function,Flight Crew : Captain  
Function,Flight Crew : Pilot Flying  
Function,Flight Crew : Instructor  
Qualification,Flight Crew : Commercial  
Qualification,Flight Crew : Instrument  
Qualification,Flight Crew : Flight Instructor  
Experience,Flight Crew,Total : 982  
Experience,Flight Crew,Last 90 Days : 134,8  
Experience,Flight Crew,Type : 393,5

ASRS Report Number, Accession Number : 2222811  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown, Party1 : Flight Crew  
Communication Breakdown, Party2 : Flight Crew

## Events

Anomaly, Conflict : NMAC  
Detector, Automation : Aircraft Terrain Warning  
Detector, Person : Flight Crew  
Miss Distance, Horizontal : 300  
Miss Distance, Vertical : 100  
When Detected : In-flight  
Result, Flight Crew : Took Evasive Action  
Result, Flight Crew : Executed Go Around / Missed Approach

## Assessments

Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Human Factors  
Primary Problem : Human Factors

## Narrative: 1

I was the CFI flying with a student pilot practicing traffic pattern work on Runway XX at ZZZ in Aircraft X. In a base to final turn while my student was flying and making a radio call, I noticed Aircraft Y (who had made a regular radio call 2 minutes earlier reporting that they joined the downwind behind us) was now at the same altitude as us while they were in the downwind. Observing that this was unusual because we were only 500 feet AGL I began visually looking for them now that we were on about a 1 mile final descending with wings level. We made a radio call for "short final Runway XX" into ZZZ and I heard a followed radio call from Aircraft Y stating "uhh how short on final are you?" No other calls were made by Aircraft Y that I can recall. As the pilot made that call he abruptly cut in front of us without seeing us and continued his approach very low to the ground with a very steep bank and no regard for traffic spacing with us. I, as the CFI, immediately took controls and performed a go around to avoid a collision. I then came in to land after he cleared the runway. No accidents or injuries. But a very close call with a pilot that was not paying attention and flew very recklessly without a regard for other planes in the air. I have flight radar recordings I'd be happy to share if necessary.

## Synopsis

Cirrus SR20 Flight Instructor and student reported near miss with another aircraft while on approach at a non-towered airport. Flight Instructor took evasive action to avoid a collision.

