



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Statement
CEN17LA359
Raton New Mexico
August 10 2017

The pilot provided the following information:

Flying out of KELD, I had checked the METAR for KRTN at lunch before we left and checked every hour enroute. The METAR consistently reflected winds out of the south at no more than 7 knots.

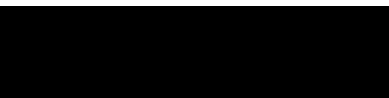
Enroute, just southwest of the airport was a pretty aggressive cell that I had to maneuver around while still on my flight plan. There was another cell about 10 miles NW of the airport but was no factor at the time.

I cancelled IFR about 6 or 7 miles from the airport and was landing VFR, skies clear, METAR reporting winds 170 at 7kts. On about a 4 miles final someone from the FBO radioed up to me on Unicom and confirmed the winds to be 170 at 7kts.

I was full flaps and at normal speed across the numbers around 85 knots. As I was about 15 ft off the runway the plane began to sink rapidly. I tried to arrest the fall but the plane bounced before I could and bounced up to a few feet above the surface. The plane began to then be pushed hard to the left side of the runway by the winds. I initiated a go around at this point with full throttle and pulled back on the stick. The plane climbed to maybe 15-20 feet off the ground as the stall warning went off and the right wing stalled and dropped. From this point it was irrecoverable and we struck an embankment off the right side of the runway and then the plane rolled onto its right side.

As we went inside the FBO afterward I saw on a tv screen inside that the winds were 170 at 7 knots, but it also said, 160 variable to 230. It was clear that as I was just above the runway, I had experienced a large wind shear. As I looked outside to the windsock it was not blowing full (I believe it was a 20kt windsock but can't confirm) straight down the runway in a direct tailwind. I believe I experienced a crosswind that shifted to a direct tailwind as I was just above the ground and the wind shear could have been in the order of 20+ knots. Full throttle was not enough power to overcome the loss of airflow over the wing leading to the stall.

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