

Irregularity/Hazard/Deficiency Report

To: Dan Miller
From: Matthew Bellasai
Date: 8/16/2019
Concerning: Aircraft N322AV
Location of Occurrence: HYI
Date of Occurrence: 8/15/2019
FAA Notified: Yes
Passengers Involved: Yes (Joseph Keffer)
Witnesses: Yes (Joseph Keffer)

How was the flight affected:

The flight terminated in a nose-first landing, causing severe damage to the aircraft and departing the paved surface of the runway.

Describe the Occurrence:

I was flying left seat and was sole manipulator of the controls during the incident. We were configured for a 20Flap full stop landing on RY 13 at KHYI from a practice ILS approach. Before landing checks were complete. I was high off of the ILS as I transitioned my scan for the visual portion of the approach to landing at DA. ILS glideslope and PAPIs cross-checked. I reduced power slightly to approximately 8PSI per side and influenced the nose attitude to increase VSI.

While trying to establish a good sight picture for the 20Flap configuration, I influenced the nose lower as "100 feet" was called. I was working rudders and ailerons to align the fuselage with the runway as we were lined up slightly left. Thinking that I was getting fast with the attitude and power setting I had, I reduced power slightly and eased backpressure on the controls to increase attitude as "50 feet" was called. My VSI had already increased from the confluence of my previous inputs, but the aircraft was still high crossing the numbers. The right seat instructor said, "No, not yet. Go Around! Go Around!" at the same time that I had made the decision to go around due to excessive sink rate with incorrect attitude and altitude for a normal landing. Unfortunately, due to my muscle memory of nearly all my previous flight experience, I attempted to add energy to the aircraft with initial forward motion of my left hand. I realized my mistake as we pitched down with not a lot of airspeed or altitude. As I started to increase backpressure on the controls and attempt to add power, it was an unrecoverable descent.

The nose wheel struck hard first. Then the nose of the aircraft and the left propeller struck as the mains came down. The aircraft veered off the paved surface to the left and turned approximately 180 degrees to the left. As the aircraft came to a stop, the right propeller was still dynamic. Tower asked how many onboard and stated that emergency responders were notified. I reached over and touched the instructor in the right seat. I asked if he was okay and said the right propeller is still moving. He said he was okay and he pulled back power prop and fuel levers, as well as boost pumps. I reached back and

touched the pilot who was sitting in the first row of the cabin. I asked him if he was okay. He said he was. I told tower that we had three souls onboard and all are breathing.

Once the right prop was static, I said as much over ICS and we shut off DC Master and Battery switches and evacuated the aircraft. We met up forward of the aircraft to the right side. I noted that the left nacelle had a little smoke rising out of it. I told the other two to move further off to the north in the grassy area and I grabbed the fire extinguisher off the right main fuselage door before meeting with them. Shortly thereafter, ~10 minutes, emergency services arrived.

Suggestion for prevention:

Irregularity/Hazard/Deficiency Report

To: Dan Miller
From: Jake Baker
Date: 8/16/2019
Concerning: Aircraft N322AV
Location of Occurrence: HYI
Date of Occurrence: 8/15/2019
FAA Notified: Yes
Passengers Involved: Yes (Joseph Keffer)
Witnesses: Yes (Joseph Keffer)

How was the flight affected:

Aircraft impacted the runway threshold in a nose low attitude resulting in a departure from the prepared surface. This resulted in excessive damage to the aircraft. Minor injuries to the flight crew.

Describe the Occurrence:

Left Seat Pilot: Matthew Bellassai

Right Seat Pilot (Instructor): Jake Baker

The aircraft was on a stabilized ILS approach to runway 13 at KHYI. Winds were light and there were no simulated or actual aircraft emergencies. At approach minimums, the aircraft had already been configured in a 20 degree flap setting (at approximately 2.1 NM from runway), airspeed was approximately 87 knots and the aircraft was slightly left of centerline. At 50' AGL, I made a "50 feet" call to the left seat pilot flying the approach. Shortly after the "50 feet" call was made the left seat pilot began to start the flare, I immediately said "Not yet, keep the nose down a little". I felt we were not in a safe position to land at that point and called for the "Go Around". As I called for a go around, the nose of the aircraft pitched even more nose low. I made several Go Around calls as I believe I was reaching for the controls. It was as I was reaching for the controls that we impacted the ground in a nose low attitude. After impact, the aircraft turned violently to the left resulting in a departure of the prepared surface of runway 13 with the nose pointing 180 degrees out from our approach course.

Suggestion for prevention:

Identification and directed focus in ground and flight training on Pilot's previous flight experience with respect to type aircraft:

- Turboprop vs. Turbofan
- Centerline thrust vs. Asymmetric thrust
- AOA vs. Flared landings
- Previous muscle memory

Irregularity/Hazard/Deficiency Report

To: Dan Miller
From: Joseph Keffer
Date: 8/16/2019
Concerning: Aircraft N322AV
Location of Occurrence: HYI
Date of Occurrence: 8/15/2019
FAA Notified: Yes
Passengers Involved: Yes (Joseph Keffer)
Witnesses: Yes (Joseph Keffer)

How was the flight affected:

Hard landing with aircraft damage.

Describe the Occurrence:

I sat in Row 1 and observed the landing. Matt Bellasai and Jake Baker were in the left and right seats, respectively. On short final, flaps were placed into the 20 degree position; at 50' above touchdown, idle power was set. Matt attempted to begin flare a little bit too high, although it was difficult for me to see exactly from my position. Jake instructed Matt to lower the nose a little and he lowered the nose. Within 2 to 3 seconds Jake called for a go-around and began to advance the power levers. The nose gear contacted the runway shortly after and the nose gear broke. The main gear then contacted and the aircraft veered to the left off of runway 13 into the grass where it stopped 180 degrees to the original flight path. All three of us were conscious and vacated the aircraft from the front.

Suggestion for prevention:

For pilots that are new to the otter, a little more practice with landing from the right seat first, before transitioning to the left.