

2021-09-07 N69FW GEAR UP LANDING RWY 27, MENOMONIE WI, (KULM)

INTERVIEW CONDUCTED 09/08 1030L AT KULM:

PIC GUY R. WOOD PRESENT/ASI OPS AND AW

THIS DAY WAS TO BE THE FIRST DAY FLYING THIS AIRCRAFT SINCE 10 JUNE 2021, ABOUT 90 DAYS. THE AIRCRAFT HAD BEEN DOWN AWAITING A NEW PROP. THE PRIOR PROP WAS NOT ALLOWING PROPER RPM AND POWER TO BE ACHIEVED. DUE TO THIS THE PIC HAD NOT FLOWN WITH PASSENGERS OR OFF OF GRASS SINCE APRIL 2021. THIS PROP WAS FROM GERMANY, BUT WAS SENT TO A SHOP IN FLORIDA FOR SOME ADJUSTMENTS BEFORE BEING INSTALLED. THIS WAS THE MAIDEN VOYAGE WITH THE NEW PROP.

HAVING A NEW PROP ATTACHED THE PIC EXPRESSED THAT HE HAD SOME DISTRACTION TESTING OUT THE NEW PROP. WHEN ASKED IF HE WAS RUNNING SOME KIND OF TEST CARD AND DOCUMENTING NUMBERS WHILE HE WAS FLYING, HE STATED "NO". HE WAS JUST OBSERVING PERFORMANCE TRENDS. TO THAT NOT THE AIRCRAFT WOULD NORMALLY CLIMB OUT AT 3000 RPM, WITH THIS NEW PROP OVER 3000 RPM COULD BE REACHED SO THE PIC REDUCED POWER IN THE CLIMB. PROP WAS REALLY WORKING GREAT. WHEN HE REACHED CRUISE ALTITUDE HE SLOWED DOWN TO SHIFT THE PROP TO CRUISE PITCH. THE SHIFT WORKED LIKE IT SHOULD WITH NO HANGUPS AND 2500 RPM WAS ACHIEVED FOR CRUISE POWER.

OVERALL FOR THIS FLIGHT THERE WAS NO TIME PRESSURE FOR THE OPERATION THAT DAY. THE AIRPORT WAS NOT BUSY. LISTENING TO ATIS THE PIC DID HAVE SOME CONCERN OF THE WINDS BUILDING WITH GUSTS AND THE FACT THAT HE HAD A 58 FOOT WING SPAN. WHEN ASKED HE REMEMBERED THE WINDS TO BE 300@12G17. HE CAME IN AT A 45 TO LEFT DOWNWIND ENTRY FOR RWY 27. AS HE RECALLS HE WAS HIGH AND FAST ON THE ENTRY SO HE HELD THE GEAR. WHEN ASKED WHAT THE GEAR DOWN SPEED WAS FOR HIS AIRCRAFT, THE PIC STATED; "I DON'T KNOW, BUT I THINK ABOUT 130 KPH." THE PIC STATED HE DID A GUMP CHECK PRIOR TO ENTRY TO THE DOWNWIND, BUT HE DID NOT DO THE GEAR PORTION AS SPEED WAS A FACTOR. THROUGH THE PATTERN HE WAS WORKING HIS WAY DOWN AND PUT HIS RIGHT HAND ON THE SPOILER HANDLE GETTING READY TO DEPLOY THEM UPON TOUCHDOWN. THE LANDING WAS LINED UP AND THEN HE SAW A WHITE ARC THROUGH THE WINDSCREEN, THIS WAS THE PROP TIPS SNAPPING AND SHOWING THE WHITE CORE. THE AIRCRAFT HAD 6 PROP STRIKES ON THE CENTERLINE BEFORE IT SLID BETWEEN 300-400 FEET ON ITS BELLY. THE AIRCRAFT GRADUALLY VEERED TO THE LEFT SIDE OF RWY 27, TO WHICH THE PILOT STATED HE WAS THINKING HE PUT IN LEFT RUDDER WITH THE IDEA TO GET CLEAR OF THE RWY AND POTENTIAL TRAFFIC. A SINGLE RWY EDGE LIGHT CONTACTED THE LEADING EDGE OF THE LEFT WING, APPROXIMATELY 24 INCHES INBOARD OF THE FOLDING HINGE POINT. THE CONTACT WITH THE LIGHT SHAFT WAS LOW, ALL IN THE BOTTOM THIRD, SO THE SHAFT DID NOT IMMEDIATELY BREAK FREE. INSTEAD IT CUT THROUGH THE LEADING EDGE AND THE TOP AND BOTTOM SKINS UNTIL IT HIT AND DENTED THE METAL AILERON CONTROL TUBE INSIDE OF THE WING. THE AIRCRAFT CAME TO A FULL STOP APPROXIMATELY 10 YARDS INTO THE GRASS.

THE PIC APPLIED POWER TO THE AIRCRAFT AND THE TWO GREEN LIGHTS, ONE ON EACH SIDE OF THE RPM GAUGE ON THE CENTER CONSOLE, SHOWED GREEN AS THEY LIT UP FOR THE GEAR HAD BEEN PUT DOWN FOR PARKING. AT THE 7 O'CLOCK POSITION AROUND THE RPM GAUGE THE RED LIGHT WAS TESTED FOR THE VISUAL "MAIN LANDING GEAR RETRACTED OR IN TRANSIT" INDICATION. THE AUDIBLE

HORN ASSOCIATED WITH THIS LIGHT AND FUNCTION WAS ALSO HEARD. THE PIC HAD STATED THAT WITH HIS HEADSET ON HE CAN NOT HEAR THIS HORN AS IT IS NOT PLUMBED INTO THE HEADSET.

DOCUMENTS:

FLIGHT AND MAINTENANCE LOGS PROVIDED TO FAA

FLIGHT REVIEW CONDUCTED JULY 2020 IN A CESSNA 172

AIRWORTHINESS AND REGISTRATION PROPERLY IN THE AIRCRAFT

PILOT CERTIFICATES PRESENTED BY PIC

BASIC MED DOCUMENTS PRESENTED BY PIC