

N313BP

1. KTME to KDKR. I arrived at airport around 11:30-11:50am. I walked out to plane and did my preflight check. Everything was in good standing. Oil was good fuel had been added. After doing preflight I went back into foreflight and doublechecked weather in both locations and a couple in between. The weather was great. I also checked local weather via regular weather app. I used a GPU for startup all was good. Ran through check list for startup and before taxi list. After completing list I got taxi instructions and began taxiing to 36 via C/A. Once down to run up area I did the rest of check list for overspeed and ice system. Once done I pulled up to hold short area and contacted tower. They cleared me for takeoff with right turn out approved. Shortly after takeoff I

spoke to tower again giving me the go ahead to change freq. I switched over to Houston Approach and picked up flight following over to KDKR. I cruised over at 5500' at about 70% torque. Flight was really nice and smooth. I tuned into Houston County weather again and got the winds and altimeter. As I got close to KDKR and about to start my decent I canceled flight following and started my decent. I had set up a offset vnav for 2000' 4 miles out. At around 2500' I put out 1st notch of flaps and shortly after gear. Once gear was down and speed got to 121 IAS I put out last notch of flaps. Everything was going great. As I crossed the threshold of runway 02 at around 15% torque and started to get into ground effect I pulled power out and was about to touch down all the sudden I ballooned up 20-30' I made a split second

decision between can I save this or go around. I decided go around was the right thing to do. I added in full power and little right rudder without pulling back on the yoke and plane started to climb straight down the runway. I thought I was good then a couple seconds later it just started drifting to the left and the stall warning started sounding. At this point I knew it was not going to end well. This all happened in what felt like 5-10 seconds. I did my best to try and keep it from flipping all the way over which may have helped me live through this event. Before the plane lifted up I really thought the flight was over. It was all so normal until it wasn't. The plane was set to full flaps still and gear down. I never had enough speed to pull flaps. Again it was so fast. I have the my TBM app the grades each flight just to see if maybe I was fooling

myself about how I thought the approach really was. Turns out I scored a 100% grade. But unfortunately, it didn't end the way it should of.
