

N114DP Owner/Pilot: [REDACTED]

May 23, 2026 Runway Excursion at KARV

Addendum to Form 6120.1 Pg8: Narrative History of the Flight and Owner/Operator Safety Recommendation

Narrative History of the Flight:

Flight planning began midday Friday 5/22 for our (my wife and I) Sat 5/23 afternoon pleasure flight from KPWK to KARV followed by a drive approx. 25 minutes from KARV to meet family at our cabin in the Wisconsin Northwoods. I reviewed surface Wx forecasts from Wunderground (surface) and Foreflight (METARS, TAF's, WindsAloft, NOTAMS, Daily Hourlies) for departure and destination as well as points along entire route. We fly this route approx. 10-12 times annually and are well-acquainted with KARV facilities and Wx Spring/Summer/Fall peculiarities. KARV's runway 18/36 is currently closed for reconstruction, making Rwy 10/28 (3,602'x75' good asphalt) the only available runway. I had flown the route on 5/9 with 18/36 closed, landing safely on Rwy 28 in similar wind conditions. In short, I am well acquainted with the destination airport having used it as our cabin "ops base" since 1989.

Flight planning continued Sat morning into our early afternoon departure with Wx briefs from Foreflight and frequent dial-in's (715-356-2417) to KARV's AWOS "minute weather" right up to departure time. At departure time, KARV winds were consistently reported as 190° at 9-16kts. This continued to be the METAR report throughout the flight. About 40 miles out from KARV, I tuned in KARV's AWOS noting that the winds had turned a bit more west, now 210° at 10-18kts. I therefore expected (and informed MN Center) a visual to Rwy 28 via RNAV28 approach. The KARV crosswind component based upon the then current wind report would be within my personal minimums as practiced and demonstrated during my recent (5/4/2026) BFR when crosswind components at KUES and KSBM were even a bit stronger.

We departed IFR ~1:36pmCT from KPWK in VMC conditions to KARV. ATC cleared us to climb to final cruise altitude of 6,000 as we transited Milwaukee resulting in an approx. 10kt tailwind from an approx. 45kt tailing WSW crosswind vector. Cleared direct destination by Milwaukee approach just NW of metro Milwaukee. Flight conditions were smooth; sky conditions VMC throughout the flight with broken layers below 6k' MSL from approx. Milwaukee area to approx. Wausau area, with high thin cirrus layer thereafter. ATC cleared us pilot's discretion from 6k' to 3.5k' about 30 miles South of KARV's RNAV28 HASNI IAF, resulting in a comfortable ~400ft/min descent. Light to moderate chop developed into the descent (as usual this time of year due to many lakes in the area) and continued throughout the remainder of the flight.

A minute or so after turning to the RNAV final's IF at FAXUV, I set flaps to 10° landing configuration, called MN Center to announce "airport in sight" and cancelled IFR. Then began position reporting and landing intentions on KARV's CTAF while constantly monitoring AWOS surface conditions. Winds continued to report at 210° at ~10-18kts. But as I descended down the Rwy28 glideslope approx. 5 miles from Rwy 28 threshold and ~1,500' AGL, the AWOS wind report shifted to 170° at 9-16kts for its next two cycles. I reported my position as 2 miles East and breaking off right for left downwind for Rwy 10. Continued that pattern watching the wind sock and monitoring the AWOS. Extended my downwind to around 3 miles from Rwy 10 to allow further time to elapse to determine if the wind shift to 170° would continue thru my landing. Turned base, fuel pump on, full rich, full prop, turned final; AWOS wind report continued 170° at 9-16kts.

I executed a well-controlled crosswind mains-only touchdown on Rwy10 using my practiced method of carrying approx. 95 kts over the threshold thereby providing significantly more rudder effectiveness from the Commander's cruciform tail configuration. That method placed me approx. 1,000ft down Rwy10's 3,600ft length at mains-only touchdown to begin my roll-out at ~65kts. Began soft braking. Centerline rollout was maintained with full right aileron deflection. Eased the nose wheel down approx. ½ way down Rwy10. Glanced at airspeed: ~45kts.

I suddenly realized that my aileron deflection was unnecessary and that my airspeed was, in fact, IN-creasing. I then heard AWOS report wind at 210° at 9-16kts. With this "new" tailwind, I felt I was not going to be able to stop the airplane. So I reacted by going full power to attempt a soft-field "pop-out to ground affect" touch-and-go.

At the departure threshold I had reached the soft-field flare speed of 65kts. Attempted that flare but immediately heard stall horn. Lost a few feet of altitude; caught the tail on a small prairie dirt mound about 500ft off the runway. That pitched the plane forward nose down. Airspeed had dissipated to what I guess was around 25 kts when the nose gear impacted another small prairie dirt mound, collapsing the nose gear, driving the prop into the ground, stopping the

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engine “cold” and bringing us to an abrupt though relatively benign stop. We were about 1,000 ft past the departure end of Rwy10 in unimproved area of coarse prairie grass covering small hillocks/mounds of dirt about 1,500ft from the eastern perimeter fence of the airport and its trees beyond. Local time was ~3:30pmCT.

Thankfully, my wife and I were absolutely unhurt. I quickly moved the fuel selector to closed, shut down all electrical, and grabbed the fire extinguisher as a precaution (though I neither smelled fuel or smelled/saw smoke.) We opened the cabin door, climbed out on the wing then off the plane.

With that I noticed an incoming aircraft on short final to Rwy28. I noted the windsock pointing then-current wind at ~210°. Suffice to say I was dismayed at my timing concurrent with this wind shift as well as my split-second decision to attempt the touch-and-go rather than continue the albeit overly fast and potentially accelerating roll-out in hopes of being able to bring her to a safe stop – but likely well past the runway end.

Owner/Operator Safety Recommendation:

- 1) Winds at the destination were forecast to stabilize around 5:30pm Local to ~180° direction and decrease to ~8kts. I could have avoided the crosswind situation by delaying my departure by a couple of hours. I opted against this alternative given my confidence in my ability to safely handle the forecast crosswind at KARV. That confidence would not have prevailed had I been aware of the significant variability of wind direction. My interest in arriving “on time” for our family holiday evening clouded the attractiveness of postponing departure.
- 2) As a precaution “Plan B” well before beginning the published RNAV28, I decided that should my crosswind landing procedure result in deficient rudder control to maintain centerline, I would abort the landing with level-off, full power, gear and flap retraction and proceed to KRHI where Rwy33/15 would be considerably less challenging. I set this “Plan B” in my head, not considering the possibility of a wind shift and strong gust on roll-out and how I would respond should THAT situation occur. So as the roll-out began to accelerate, I executed “Plan B” without further thought. I could have avoided this mishap by broadening my range of potential risks, noting that a “touch and go” would be ill-advised given a gusty tailwind.

In short, I increased the probability for this mishap by allowing my recency bias (confidence in my crosswind abilities and knowledge of the KARV runway environment and local conditions) and my emotional bias to arriving “on schedule” for our family gathering to cloud my acceptance of my responsibility to make all decisions with maximum and most current information and to execute after rationally prioritizing ALL risks to safe completion of the flight.