

On Thursday March 1, 2018, I obtained a standard weather briefing via Duats through Foreflight for flight to occur this day between KPMP- MYAM (Marsh Harbor Bahamas). I then conducted a pre-flight inspection of N54476, a PA32-300 Cherokee 6, owned by the Pompano Beach Flying Club, of which I am a member at KPMP. I was accompanied by a fellow rated pilot by the name of Gary Hencken. I was the pilot in command for this flight; he was a passenger.

I then started the aircraft engine and ultimately conducted a pre-take off run-up which included a magneto test. I did not like the magneto performance, so I elected to shut down the engine and obtain maintenance services to test the magnetos. After inspection by a certified A&P mechanic at South Florida Aircraft Maintenance, it was determined that the wire from left mag was broken. The mechanic repaired and performed a ground based run up and test of both magnetos which tested satisfactory to both the mechanic and myself.

I then re-loaded my passenger, restarted the engine and obtained a taxi clearance to the Runway 28 run-up area on the East end of the field.

I then conducted another pre-takeoff run-up in accord with the aircraft's owner's manual/POH checklist. The engine performed normally and I then obtained a taxi clearance and taxied to the active runway, Runway 28 for departure.

Upon departure to the West all systems appeared normal in the climb and I entered a right hand traffic pattern (cross wind and downwind) to depart the pattern to the East. Upon crossing the shoreline, I began a climb configuration and was switched off the tower frequency by the Tower Controller. Before I had a chance to call Miami Approach for a DVFR squawk, I observed a significant drop in the Manifold pressure (power). I instructed my pilot rated passenger we confirmed I fly the plane you contact the Tower. Gary informed them of we were returning immediately to the airport for a precautionary landing.

I turned to the right and joined a straight in approach for Runway 28. Upon crossing the shoreline, I felt I was a little high, but higher is safer until the runway is made. I then reduced the throttle at the appropriate moment and for Runway 28 for a landing. I estimate that I touched down less than a 1/3rd of the way down the runway, however there was a substantial quartering tail wind causing me to have a high ground speed during the rollout. I had the throttle quadrant all of the way back by touch down however the engine was stuck in full power. While attempting to break, Gary said "Eric cut the power", I responded, "I had!" in reaction he grabbed my hand and pulled back. I had also cut the mixture and without an immediate response, it was now apparent I had another issue. I elected to go around and applied full power and mixture full rich and commenced an immediate turn to the right to avoid the Goodyear blimp's hanger. The right wing impacted the ground, spinning the aircraft to a rest in a SE direction.

We immediately exited the aircraft.

Eric A. Pierce

March 13th, 2018

Pvt Pilot Cert No. [REDACTED]