

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 11:00 AM	DATE 10/09/2020												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION John Sannizzaro PIC [REDACTED]		ROUTING <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		SYMBOL	INITIALS										
SYMBOL	INITIALS														
SUBJECT N8788D accident															
DIGEST I called the pilot, John Sannizzaro at [REDACTED]. He described the events as follows: They were conducting a fire patrol for the County of Plymouth, finishing a 2 hr flight. The back-seater, Ken Bunting [REDACTED] needed to land to take a break. The pilot was aware of the forecasted winds and had been watching the conditions at PYM by checking the AWOS throughout the flight. PYM was using runway 24, since the intersecting runway was closed that day due to construction. The winds were consistently 300 degrees at 12-15 knots with gusts of 20. He said he had a few other options for airports to land at, but elected to try it, as it did not seem outside of his personal limits. As he approached the airport, he could see and hear a local PC-12 taxiing and getting its clearance to depart. He talked to the pilot of the PC-12 and gave him room to depart. He did not feel that vortices were a factor as the strong crosswind would have pushed them off the runway. Final approach was done with ½ flaps and 75 mph approach speed. He touched down mains first, with the tail high. The aircraft began to weathervane to the right on roll out, then he applied too much rudder and it swerved left. The pilot then decided to apply full power and go-around. At that moment, the pilot described that he believed he struck a runway light with the main gear which caused a large nose forward pitch. He believed he was actually airborne															
CONCLUSION, ACTION TAKEN, OR REQUIRED Continue investigation															
DATE 10/19/2020	TITLE Aviation Safety Inspector	SIGNATURE AIDAN M SELTSAM-WILPS	Digitally signed by AIDAN M SELTSAM-WILPS Date: 2020.10.19 09:31:22 -04'00'												

DIGEST (CONT)

at the time he hit the light as there were no tire marks immediately next to the light. He felt the mains impact the ground and the prop dug in, causing it to pitch forward onto its back. All occupants were conscious after impact. A mechanic, Mitch, ran over to them and helped them both get out, and secured the fuel and electrical switches.

The pilot has 1600 hrs in tailwheel aircraft with 1400 hrs in his own RV-7 which he built in 2014. He had approximately 25 hrs in the PA-18 at the time of the accident. He said there were absolutely no mechanical issues with the aircraft and this incident was entirely pilot error. He was completely aware of the local wind conditions and opted to "give it a try"