

04 November 2020

My flight plan for that afternoon was to do two touch and go's, and a full stop for a maintenance check for vibration on the instrument area. I started the engine and saw that the windsock was showing 090 as the runway to use. I taxied to the end of the runway, did my pre-departure checks and then took off from runway 090 with no problems.

I made a left turn and got into the downwind for 090. Then I proceeded to turn into base and final. I landed and did a touch and go as planned. At this time I realized that I had a crosswind from the left and proceeded back into the pattern for another touch and go.

On the third go around, which I planned as a landing to a full stop, I noticed a strong wind pushing the plane to the left side of the runway. It was increasing my landing speed so I throttled back.

At this point I was already close to the start of the runway and passing the pond which is a marker to decide to land or not. As I passed the start of the runway I noticed I was picking up speed even though my throttle was all the way out. In the meantime I had landed and used lots of runway. I noticed that the wind was favoring 270 not 090 and I was landing with the wind. I decided to abort the landing and takeoff to change to 270. It was then that I realized I didn't have enough runway to takeoff.

I then began to brake and release to make the airplane slow down to taxi speed. I saw that there was no way that the airplane was going to stop before reaching the road. I decided that the less dangerous option was to make a wide turn to the right of the runway and continue to slow down while turning into the taxiway to stop the airplane. At this point the right wing lifted up forcing me to the back of my seat with the brake handle still in my hand. This caused me to apply full brakes making the tail pitch up, followed by the prop strike and the aircraft turning upside down.

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