

I came in too fast on my final approach to land, approximately 65 knots, and only had 20 degrees of flaps out of 30 due to the wind which was picking up and swirling. I bounced hard and panicked instead of doing a go around, hit harder, twice, so a total of 3 times I think, settled, and returned to the FBO. I bent both tips of the propeller from about 3 inches from the tip (did not know I had had a propeller ground strike), and put a small crack in the left section of the front firewall of the plane. The elevator was also damaged and I was unable to insert the gust lock. This was when I realized how bad the damage was, although I knew instantly it was a very bad landing. Initially I thought it was only an elevator problem as I secured and shut down the plane and it was later after discussing this with a CFI who went out to look at it (and showed me), that I realized what had happened to the plane. Perceptions that could be improved: Wind was from the west (although switched to "Variable", and the runway was 25. I could've had 30 degrees of flaps and that would have been okay. The FBO owner asked where my eyes were and I couldn't answer and still don't remember. She suggested they were down and not down the runway and that is probably correct. I will work with the CFI on gaze more. That the desire to get the plane down despite what was happening overrode the need to go around is something I will work on as well. I think what I also need to do (and I am required to retrain), is to be more flexible minded and open to the need to do a go around if I ever land hard like that again, or bounce at all. I also need to work on planning the pattern better all around to manage speed and energy, adjust as necessary, and be ready to go around when needed.

[REDACTED]

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