

From: [REDACTED]
To: [REDACTED]
Subject: FW: N81991 off runway incident today
Date: Monday, November 29, 2021 10:16:48 AM

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[Here is the Pilots statement, I will follow with pics.](#)

From: Frank Pruitt [REDACTED]
Sent: Tuesday, November 23, 2021 6:32 PM
To: Tremblay, Michael (FAA) [REDACTED]
Subject: N81991 off runway incident today

Michael,

Please see my summary below.

I made 3 flights today. I first flew to KSUA without an issue. I then flew to KTPF without an issue. On my return flight to KSFB I knew there would be a substantial crosswind with gusts. When I got into the vicinity of Orlando Class B airspace I notified approach that I wanted the Sanford Airport for my destination. They kept me below class B airspace and transferred me to the Sanford Approach controller who I notified that I wanted the southeast ramp. I believe the approach controller gave me clearance for Jessup arrival. When I was transferred to Sanford Tower control I was given clearance directly to runway 9R and I would be following a Piper to the runway. In the distance I saw an aircraft landing on 9R. I assumed this was the piper, but I was not certain. As I was on about a 1 mile final and had my flaps in the second step for 9R I got a notification on my ipad of an aircraft in my vicinity. With this distraction I changed my course to the north a little and increased throttle and started to climb. The tower asked if I would like to land or change paths. I told the tower I would like to overfly the runway and make right traffic to attempt landing again. I overflew the runway and the tower cleared me for right traffic and cleared me to land on 9R. While flying in the pattern the tower advised me of the wind conditions. I can't remember the exact wind orientation, but the wind was 12 kts with gusts to 21 kts. I felt I was capable of this wind condition. On my approach to 9R I was crabbing to compensate for the northerly crosswind. I felt comfortable with my descent and approach speeds and my alignment with the runway centerline. I crossed the threshold and when I entered ground effect I put in right rudder to correct the orientation of the airplane. I touched down and removed all flaps. While rolling on the ground the wind gusts and pushed the tail of the airplane to the south changing the aircraft direction to the northeast. I was hesitant to give the aircraft more right rudder and it in turn rolled to the north shoulder of the runway. As the plane entered the grass shoulder the nose gear sank and the aircraft ended in a nose down tail up position. The tower immediately asked if I was ok to which I replied that I was and they notified me that assistance was on the way.

If you have any questions I will be glad to answer them.

Frank Pruitt