

May 22, 2022

Everett Jerome Rodes

Dawson, WV 24910

Mr. Jeff Burch

On the morning of May 21st I made a decision to take my plane to KBKW to put it in a hanger I had rented earlier.

Around 9 am I did a preflight at my grass strip to prepare for the flight to Beckley. Checked air in tires, bled all sumps no contaminants were present. Checked oil, as well as looked at all fasteners on flaps, and all control surfaces. All were good. Pulled plane outside and went through check lists. Checked the weather at BKW on Garmin Pilot which showed winds at 7 kts which appeared to be about the same at my home field which was calm when I started preflight. Checked mags, carburetor heat, amp meter flight controls and turned on position lights and turned transponder to on being already set to 1200. Waited a little while for oil temp to get in the green.

Began takeoff roll at estimated time of 10 am. Climbed to 4400 msl over New River beginning to noticed increased turbulence. My primary flight display indicted a wind of 11 kts. As I approached KBKW indicator registered wind change direction between southwest and west with a velocity ranging from 17 to 26 knots.

I over flew the airport to see to windsock which show a pretty direct headwind on RWY 28. I announced my intention to enter a left base for RWY 28. Then again on short final for 28. As touched down the main gear, a wind gust sending me back into the air and turning me toward to South. Being close to stall speed at this point I added full power, right rudder to correct the heading but was unable to climb or change the direction enough to avoid impact with the terrain.

Personnel at the airport were there quickly and assisted me to open door and exit the aircraft. No injuries other than a scrape on my neck caused by shoulder harness.

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