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Aviation Accident Investigator
AS

Date: April 29, 2024

Subject: ERA24LA181 Pilot Report of Accident

Contact: Eli Henien @ [REDACTED] [REDACTED]

Before takeoff from KMBT, I listened to the weather, and the wind direction was 250, so I chose to take off from runway 18; everything was fine, nothing unusual. At 10 10-mile distance from Shelbyville airport, I listened to the Shelbyville weather on the radio, and the wind was variable and gusty at 11 knots. I did my radio call that I was joining the 45, and an aircraft was on the downwind. They asked if I could see them; I reported back that traffic was in sight. After I joined the Shelbyville airport traffic pattern at a 45 angle to the downwind of runway 18, my altitude was 1800 MSL. I went through my checklist and checked for lights, master, and fuel from both, then I reduced my power to 1700 rpm, pitched for 80, and extended 10" of flaps. Then, I turned left base and reported my position to the traffic. I checked for oncoming traffic and turned left to final for landing. The aircraft at final was high, so I reduced my power to descend and watched my airspeed. It was 60 knots, so I kept it between 60 to 65 knots. I picked my landing point, and once I reached the runway, I reduced my power to idle and continued my descend; then I pulled back the yoke to roundout, then pulled back the yoke to flare. Once I touched the runway, I felt the airplane was running normally. Then, it began to bounce two times, if I remember correctly, then increased my power to recover from this, but the airplane was heading to the right of the runway; I pulled my power to idle and then tried to brake, but it did not stop and ended up flipping over at the right side of the runway. I removed my seatbelt, switched off the master, pulled the key, and evacuated the airplane.