

DATE: 19 August 2024

ATTENTION: Timothy Monville
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FROM: Isaac Titcomb

I recently purchased N22NK. Since completing the insurance companies' required training, I have been flying the airplane 2-3 hours a week to build experience and proficiency. On the 12th of August before taxiing to the fuel farm for fuel, I conducted a preflight of the aircraft which included checking the oil level, sumping the fuel for contaminants, and visually inspecting the condition and function of the aircraft and flight controls, I found nothing that would prevent the planned flight. I briefed myself on the weather by checking the surface winds, winds aloft, cloud clearances and visibility via ForeFlight. I confirmed the conditions prior to taxiing to the fuel farm via the KDED AWOS. I concluded the weather was VFR and acceptable for the flight.

The flight began after fueling at the KDED fuel farm. The purpose of the flight was to build experience and sightsee. The plan was to conduct a few takeoffs and landings on the pavement runways at KDED then depart to the northwest to 2J8 and conduct a few takeoff and landings at 2J8 before returning to KDED to end the flight. After listening to AWOS again, I taxied to and took off from runway 23. There were a few other airplanes doing patterns at KDED. I joined the pattern from the upwind and conducted 3 full-stop taxi back landings. After the fourth take off I departed KDED from a right crosswind. Nearing 2J8 I utilized environmental observations to determine the wind direction to similar enough to the reports at KDED to use runway 23 at 2J8. I enter the pattern at 2J8 via a left 45 downwind entry. I conducted 3 touch and go landings at 2J8 and departed back to KDED via a left crosswind departure. Prior to entering the pattern again at KDED I listened to the AWOS and recall the winds being reported at 250 at 7kts. I approached runway 23 at KDED stabilized at 60mph with idle power applied, correcting into the wind from the right with ailerons into the wind and rudder inputs to maintain alignment with the runway. I planned to do a three point landing with a full stall at touchdown. Aligned with the centerline, I executed the round-out while maintaining my previous crosswind correction for a wind from the right and touched down with a very slight bounce of not more than a few inches, I don't believe the tires left the ground during the bounce. I did not apply any power and maintained the stick full aft during and immediately following the contact of the wheels during touchdown and during the bounce. After touching down, with the stick full back and into the right crosswind, in the direction of where I expected the wind to be. The nose started rotating to the left, a left yaw, with the wings level. I corrected with the ailerons into the new perceived wind direction from the left. I applied full right rudder, when the rotation continued, I applied some power to regain directional control without leaving the ground. Once the rotation stopped. I pull the power back to idle with the aircraft under directional control and firmly on the ground. I began to determine if braking or directional corrections were going to be needed to avoid obstacles. At that point I struck a runway identification sign (12-30) to the left of runway 23, with the last few inches of the leading edge of the left elevator. At the intersection of 23-5 and 12-30. After

which I brought the aircraft to a stop and from the cockpit of the aircraft checked the flight controls and engine operation, all seemed to be functioning normally. I could see damage to the last few inches of the leading edge of the elevator. I taxied to a non-movement area to assess the damage further. All of the flight controls were still able to be moved freely during taxi after landing and during post flight. The damage is visible bending of the left elevator structure and the lower right empennage structure.

After reviewing the historical weather post-flight, I determined the wind shifted from the report I got from the AWOS, prior to entering the pattern, to 160 at 7kts during the time I was landing the aircraft.

[REDACTED]