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Bozeman, MT 59718

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Bradley Bigelow
National Transportation Safety Board

Re: N220CL accident

July 23rd, 2015

Mr. Bigelow,

On 8 July 2015 I was performing a required proficiency ride for part 135 operations in N220CL, a Pilatus PC12. The examiner was performing the check from the right seat. At approximately 1725 local time I entered the traffic pattern for runway 12, left traffic. The entry was from the upwind leg, as I had just completed flying a practice instrument approach that concluded with a low approach to the same runway. Somewhere prior to the downwind leg the examiner requested from Tower a short approach for our next approach to runway 12. They said it will work if we perform one 360 from the downwind leg to provide adequate traffic separation. I completed the right 360 to re-join the downwind at traffic pattern altitude and at mid-field position. Gear was extended and three green lights verified. As I went to extend approach flaps, I was notified by the examiner that this would be a simulated flap failure situation. Abeam the threshold I was then notified to reduce power to idle as this would be a simulated power-off landing. I had assumed this was coming due to the "short-approach" request to Tower.

I performed the approach as trained under these circumstances, which required flying directly toward the threshold. Arriving at the threshold I noted extra airspeed and greater angle of attack due to the no-flap configuration. Excess "floating" of the aircraft in ground effect was observed from the higher than normal airspeed. I continued to increase the angle of attack to the point in which the stick shaker was activated. At that movement I made a verbal call that I was going around and re-applied power to perform the normal go around procedure. I do not recall feeling the aircraft touch the runway. I re-entered the left traffic pattern for runway 12. Another short approach was requested and approved without additional maneuvering. The same no-flap, no-power scenario was presented and completed to runway 12 with no problems. We taxied off the runway and to the ramp. After de-brief, and upon post flight inspection in the hangar, damage to the lower tail fairing and rudder was found on the aircraft.

Regards,

Dugan D. Gravage