

ATTACHMENT TO NTSB FORM 6120.1

N301BK / DANIEL B. PETERSON

In the days prior to December 29, 2016, I planned a personal flight in N301BK (the "Aircraft") including a leg from M01 to KJWN. I used FltPlan.com, Foreflight, and www.aviationweather.gov to obtain airport information, NOTAMs, weather forecasts, and TFR information.

Early on the morning of December 29, 2016, I obtained a briefing from FltPlan.com, including, but not limited to, weather and TFRs. I used the Multi Printout function to review and print out on paper the current and forecasted en route, departure, destination, and alternate destination (KBNA) weather. Forecast conditions were VMC and the forecast winds were within the maximum demonstrated crosswind component of the Aircraft (17 knots). I then used www.aviationweather.gov to review airmets, sigmets, and other weather information. I used Foreflight to review NOTAMs and facility information. I also confirmed that the weight and balance of the Aircraft would be within acceptable limits. I filed an IFR Flight Plan for the leg from M01 to KJWN.

At approximately 11:45 a.m. CT, while the airplane was refueled at M01, I used Foreflight to check the en route and destination weather again, including the latest METAR at KJWN and TAF at KBNA. KJWN was reporting winds of 300 @ 15. Foreflight's functions include a crosswind component calculator and I used it to compute the crosswind component, which was within the maximum demonstrated crosswind component of the Aircraft. I then pre-flighted the Aircraft. No discrepancies were noted. After briefing and loading the passengers, securing the door, and completing the Start-up thru Pre-takeoff checklists, I was ready to depart.

Prior to takeoff, I attempted to contact Memphis Departure on the ground to activate my IFR flight plan and obtain a clearance. I was unable to reach Memphis Departure. Since the conditions were VMC, I departed VFR and, at a safe altitude, I turned on course, contacted Memphis Departure, and activated my IFR flight plan. Memphis departure cleared me direct to KJWN at my planned en route altitude of 11,000 ft. MSL.

The flight en route was uneventful. I continually monitored weather conditions at KJWN and KBNA using the on-board weather equipment (XM Satellite weather). As I approached KJWN, I also monitored its AWOS on 127.075. The weather at KJWN remained VMC and the wind shifted to the west, favoring Runway 20. At 1859Z, I listened to the AWOS and wrote down the winds as 270 @ 17. A few minutes later I listened to the AWOS and wrote down the winds as 280 @ 17. Shortly thereafter, ATC instructed me to descend and maintain 3000 feet. I also heard reports of 270 @ 15 and 290 @ 15.

While descending to 3000 feet I encountered moderate chop. I instructed the passengers to make sure their seat belts were tightened securely, and also tightened my own. Conditions were VMC, with no clouds and excellent visibility. About 10

miles west-south-west of KJWN, Nashville Approach cleared me for a visual approach to runway 20 KJWN, instructed me to switch to the airport advisory frequency (122.7) and advised that I could cancel my IFR clearance with ATC then or close my flight plan after landing.

I canceled my IFR clearance with Nashville Approach and, after my cancellation was acknowledged, I switched to the CTAF (122.7). From that point on I made regular position reports on the CTAF while also periodically monitoring the AWOS. I descended to pattern altitude and executed a 45 degree entry to the right downwind leg of the Runway 20 pattern.

I continued to experience light to moderate chop while in the pattern. I also received position reports from a Cirrus aircraft approaching from the northeast and planning a straight-in approach to runway 20. I continued to provide position reports and advised that I expected to land prior to the Cirrus's arrival.

I completed my pre-landing checklist, and began my descent from pattern altitude. I made and reported my turns to base leg and final. On final, I experienced the anticipated crosswind and corrected with crab. As I descended, I transitioned to a sideslip and continued to experience light to medium chop. At about 100 feet AGL I became unsatisfied with my approach and executed a go around. I reported this on CTAF and mentioned crosswind as a factor.

I remained in right traffic for Runway 20, making regular position reports, and, while I was on downwind, the Cirrus landed on Runway 20 without incident.

At the key position, I completed my pre-landing checklist and began my descent from pattern altitude. On this attempt, I achieved a more stabilized approach, although I continued to experience light to moderate chop. I again corrected for the crosswind with crab, deployed full flaps, and transitioned to a sideslip. I then straightened the nose wheel with the rudder pedals and executed a good crosswind touchdown (upwind main gear, then downwind main gear, then nose gear) on the Runway 20 Centerline. Upon touchdown I continued to apply right aileron (i.e. into the wind) and prepared to apply brakes while maintaining direction control with rudder pedals. The touchdown was uneventful.

Shortly after touchdown the airplane began to drift sharply to the left. It felt as if an errant gust of wind was pushing the plane to the left, although no gusts were reported. I attempted to maintain directional control with the rudder pedals and applied full aileron into the wind, but the plane continued to drift to the left. As I approached the edge of the runway, I decided to attempt to abort the landing and go around.

I raised the flaps one notch, to 25 degrees, and applied full power. The plane continued to drift to the left and I was not able to achieve sufficient airspeed to rotate. The airplane departed the runway into the grass, then onto and across a parallel taxiway. I simultaneously abandoned the attempt to take off again, pulled the power to idle, and applied braking while trying to avoid obstacles and maintain directional control.

Once across the taxiway, the plane continued into a ditch alongside the taxiway and into some muddy terrain. The aircraft suffered damage to the undercarriage, propeller and wings when it contacted the muddy terrain. The plane came to a stop, still upright, in the ditch. There was no obvious damage to the passenger cabin.

I confirmed that the passengers were unhurt. I instructed passengers to open the door and exit the Aircraft ASAP. I made a brief transmission on CTAF that we had departed the runway and that all three of us were okay. I shut down the engine, turned the fuel selector to off, and exited the Aircraft. Airport and emergency personnel arrived almost immediately by vehicle and on foot.