

Main reason: windsock broken providing inaccurate information on the wind direction

Full Name:

Santiago Gelvez

Certificate number:

[REDACTED]

Type of certificate held (student, private, commercial, etc.) and endorsements (instrument, tailwheel, multiengine, complex)

Private: Complex, retractable gear

Domicile Zip code (home Zip code)

[REDACTED]

Description of the event:

Origin: I69

Destination KCRG

Pre-flight:

- Around 11:00 called wex brief 800 number. Received full report
 - o Call outs: Perfect VFR weather until north Florida (possible rain showers)

Objective:

- Flexible arrival time at KCRG, stop once or twice midway to take breaks
 - o Keep track of possible rain showers in north Florida. Stop before possible rain shower and let it pass

Departure

- We departed around 14:00, filed a VFR flight plan and opened a flight following with CVG approach.

Cruise:

- We maintained an altitude of 9500ft MSL
- Flight following passed us between services, uneventful

Approach

- As we approach the Savannah Georgia area, we requested approach an update on weather north of Florida
 - o Rain showers were still in vicinity.
 - o Decided to make a stop at KSBO
 - Aligned decision with approach. They requested to let him know when we have visual of the airport so he can close the VFR following

- Had airport at vicinity, and requested approach to close flight plan
 - Approach closed flight plan and provided altimeter setting
- Checked weather on foreflight.
 - o Because foreflight signal in the air is spotty I trusted the visual clues (windsock) to decide runway
 - Based on the direction of the windsock wind was coming from Northwest (at that time I didn't realize the windsock was ripped)
 - o Switched to traffic frequency (announced location and intentions throughout the full pattern)
 - Based on windsock direction I decided to make a midfield cross in order to enter RW32 pattern
 - Downwind, base and final
- First approach on runway 32
 - o Approach approximately 65-70 knots
 - o As we approach the runway a tailwind started pushing us forward. This created a disruptive increase of speed and nose down.
 - o Nose wheel hit the runway hard, so I aborted the landing and went around
 - During the hit I realized I had nose wheel damage
- Second approach
 - o Approach approximately 65-70 knots
 - o I landed the plane with a soft field approach; however, the nose wheel damaged derailed me off the runway

Please find attached pictures of the ripped/broken windsock that confused the direction of the wind

Let me know any questions



Correct wind
direction. See flag
below



Windsock direction will
indicate to use RW32



Correct wind direction



After landing i realized the
windsock was ripped
providing inappropriate
wind information

Hole in the windsock

