



Bearhawk N347JP

Dan Donovan to: Patrick M Paden

09/04/2012 09:55 PM

History:

This message has been forwarded.

Hi Pat,

Thank-you for meeting with me today at Sequim Valley Airport to review my accident this last Sunday. Following is my recollection of the events leading up to the accident.

I departed W28 (Sequim Valley) at approximately 0900 local time. I circled in the pattern and returned for what I would describe as a reasonably good landing. Then I again departed and did a sustained 500fpm climb up to 9,000 feet to take in the view and try different fuel mixture and propeller pitch configurations for cruise flight. Then, I descended to 3,000 feet to determine the best glide speed. I then proceeded to OS9 (Port Townsend) and landed there because I had not done that before. Again, a pretty good landing. I then went to CLM (Port Angeles) and had a couple of good take offs and landings on Rwy 31, which I had not used before. I returned to W28 and was making a normal approach. It was a bit bumpy, and I remember getting a little sideways as I flared. I thought too late that I should throttle up and go around. The right wing went up, the left wing hit the pavement, and the airplane turned right, into the wind. I was on the left brake to try to correct, and the aircraft nosed over, ending up parallel to the runway on the grass with the left wingtip on top of the runway about 8 inches.

After getting permission from the Deputy Sheriff (who reportedly got permission from the FAA), I used a small crane on my truck and some help to turn the airplane right side up and tow it to my Hangar.

Also, I found the Special Airworthiness Certificate in a file cabinet at home with old aircraft registration documents. Like you said, it is pink. I will make sure it is kept in the aircraft from now on.

Regarding service bulletins and recommendations for engine repair following a propeller strike, I located only Textron Lycoming Mandatory Service Bulletin No. 533A, which instructs to "completely inspect the reciprocating and rotating parts including crankshaft gear and dowel parts". Do you have direction to assist me in defining the word "completely" in this context?

Thank-you,

Dan Donovan