

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Fw: N8220P/KWDR  
**Date:** Wednesday, October 17, 2018 2:10:10 PM

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**From:** Richard Davis [REDACTED]  
**Sent:** Tuesday, October 9, 2018 4:26 PM  
**To:** [REDACTED]  
**Subject:** N8220P/KWDR

Oct 9, 2010

tach 1415.9 ttaf 5155.71 tsn 5229.71 tso 342.09 prop tsn 1087.6

annual May 2018 @ tach 1405.5

On October 4, Approx 7:15 pm, Mr. Aguilar asked if I had looked at his airplane regarding the erroneous CHT indications. I said I had not, and he asked me to go flying with him to look into it. I said I had some things to finish up, and it would be a few minutes before I would have time. He said he was going to pull the airplane out of the hangar, and to come over as soon as I could.

I got to his hangar, climbed in, and he started the engine. We looked at the CHT for a short time, discussed the indication (No 3 indicating HI at idle), and began to taxi out. We stopped at the top of the hill to set radios, then proceeded to runway 31.

We took off, and began left turns to return to the runway. On downwind it was noted that the CHT was indicating normal. He checked in with traffic, and began a turn to base/downwind. and activated the runway lights. I noted on this turn that he extended the flaps, and continued to look for the traffic. He mentioned the panel lights had gone out. I used my flashlight to light up the panel in front of him, and to check for tripped circuit breakers and the dimming controls. the panel lights remained off, and we continued the approach, I noted the runway lights were on "bright" but nothing else I would consider out of the ordinary.

As we neared the end of the runway, I felt "the bottom drop out" and we landed in a manner I would consider hard. I joked to Nick to keep it on the ground, as the rebound felt to me like we had bounced back into the air. We joked about the landing as we taxi'd back to the hangars. Once stopped at his hangar, we got out and I noticed the RH wing leading edge damage. I asked Nick if that was there before we left, and he said no.

We got a radio and went out to the runway to check for FOD, and found the approach light laying on the runway, and part of the post laying in the grass beside the runway.

We checked the runway from the approach end to the threshold, and called the airport manager to report the strike.