

RELAYED

Description of Prop Strike

Occurred July 14, 2002 approximately 12:40 at Newport State Airport (UUU)

On final approach to Newport runway 22, I was lined up with the centerline of the runway and the numbers were in the center of my windscreen. My approach profile was normal, the speed of the aircraft was normal, and the lights (VASI) were red over white. As I approached the threshold and knew I could safely reach the runway if the engine failed, I then put in 30 degrees of flaps and was heading for the numbers. There were some wind gusts as I approached the runway.

As I passed over the numbers I reduced the engine speed to idle and began to level off. I was approximately 5-6 feet above the runway and as I started to sink and get closer to the runway, I began to apply the appropriate amount of backpressure to begin the flare. It was right at that point when the nose pitched up higher than normal. It appeared that a gust of wind caused the nose of the aircraft to pitch up higher than normal for landing.

I released the backpressure to get back to level flight but I was now too slow and the nose sank, causing the nose wheel to hit the ground very hard and the aircraft bounced back up. I kept the power at idle the entire time. The plane bounced once more and then settled. The engine was still running fine and the foot pedals were operable, so I taxied off of the runway, followed normal shutdown procedures, and parked the plane.