

FAA Report for N1655V 7/19/20
Elizabeth Poeschl

On the morning of July 19th 2020 I, Elizabeth Owens Poeschl, N1655V, decided to take a flight departing FD38 to X14 then to PHK and back to FD38. I checked weather on Garmin Pilot. Forecast conditions along the route was VFR with no notams or TFR's. The Ceiling was 2000'. I did my preflight checklist. After doing my preflight inspection walk around, I found no issues or concerns with the aircraft. Both tanks were full totalling 38 gallons of fuel and engine oil was at 7 quarts.

After start-up, I attempted to listen to AWOS on 118.075 but heard nothing. I taxied to runway 34 to do my preflight run-up, which was normal and finished the checklist. I observed that winds were calm. I then made a radio call and taxied onto runway 34 and took off. Departing traffic pattern to the West.

Enroute to X14 the weather was VFR. Upon arrival there were two other planes were in the pattern using runway 14. Winds were light and variable. I joined the traffic pattern and did one full stop landing, taxied back, completed my pre take-off checklist and departed. Everything was normal and as expected.

Enroute to PHK, weather was VFR, but some scattered light rain showers in the area were developing. I decided not to land in PHK to avoid any rain showers in the area and proceeded direct to FD38. Weather enroute to FD38 was VFR.

Ten miles out from FD38 I began my pre-landing checklist. I attempted to listen to AWOS at FD38 but heard nothing again. Seven miles out I began making my radio calls to FD38. I heard no other aircraft on the radio nor observed any in the area. From the northwest I joined the traffic pattern by entering midfield left crosswind. Upon overflying the airport I observed the windsock was showing winds to be light and variable. On left downwind I applied carb-heat and reduced power 1500 rpm, added flaps at Vfe speed and began decent. The remainder of the pattern decent was normal. I added more flaps on base, then the remainder of flaps on final. I established on the glideslope and upon crossing the threshold I reduced the power to idle. Everything was normal and as expected but right at the point of touchdown the aircraft was hit by a strong gust of wind. This immediately caused the airplane to pitch up in a very high nose up attitude. At the same moment the nose pitched up the stall warning horn sounded and the wing began to buffet. I quickly attempted a stall recovery with full power and level attitude, however the plane pitched uncontrollably nose down and impact was immediate.

After impact I unfastened my seatbelt and yelled for help. I tried to exit the aircraft on my own but was unable to because of my injuries. I continued to yell for help and I recall two people helping me out of the aircraft.

Other Requested Information:

Total Time in C172- 72.3

Total of all aircraft flown- 72.3

Hours in the last 12 months- 48.8

Hours in the last 6 months- 11.2