

On Friday December 7, 2007 at about 11:30L while departing on runway 4 at Malcom McKinnon airport (KSSI) towards Lakeland Florida (KLAL) the door on the pilot's side flew open. I was only about 100 ft and climbing under full power when it happened. Since they are gull wing doors, it caused the airplane to buffet badly, yaw to the left and pitch up real hard.

I reduced the power and attempted to land the aircraft on the remaining runway. Just as I started my flare, the Plexiglas window tore off and the aircraft pitched down and to the right real hard. I pulled the nose up as hard as I could just before hitting the runway. The airplane came to rest just left of the runway center-line with about 1500 ft remaining.

The aircraft sustained damage to the propeller, the main and nose landing gear. The inside skin of the door stayed on the aircraft. The outer skin and the window landed on the runway about 500 ft from where the aircraft came to rest shattering into pieces. The pieces of the window and outer skin were recovered. Except for my ego, I was not injured. With the broken nose, repairs to be done include an engine sudden stop inspection, new propeller, new nose gear, new main gear and a new door. This documents the process it took to get the airplane back in the air.

01/29/2008 Falcon Insurance / AIG accepted the Pulsar factory's repair estimate. PULSAR will be doing the repairs and getting the aircraft back in the air. My hats off to Bill Snead and Erick Rank for their work. I highly recommend them to insure any aircraft.

02/12/2008 The airplane was picked up by Mike Monroe at KSSI and taken to Jacksonville Florida. He will prepare it for shipping to El Salvador.

02/18/2008 The engine was delivered to Zephyr Aircraft Engines in Zephyrhills, Florida. They will be doing the engine sudden stop inspection.

03/05/2008 Zephyr Aircraft Engines completed the sudden stop inspection on the engine. They kept me updated with the progress and completed the job well within their time estimate. Overall, a super organization to work with on such an important part. I will use them again for any future engine work. THANKS Charlie!

05/04/2008 Mike Monroe put the airplane into a container and sent it to Miami. It was placed on a ship and sent on its way to the PULSAR factory in El Salvador. The container will arrive in Guatemala then trucked over to El Salvador. As soon as it clears local customs it will be on the factory floor getting worked on.

05/24/2008 After much anticipation, the container with the airplane arrived at the PULSAR factory in El Salvador. The final work has begun.

05/30/2008 A lot of work has been done to the airplane. The landing gears have been replaced, the engine was hung and the winglets have been built.

06/10/2008 The airplane is almost ready to fly. New winglets, dorsal fin, LED recognition lights, tires, propeller, doors with modified "Hendricks" latches and a complete base paint job are complete. Just waiting final touches.

06/14/2008 The engine is alive. We started the engine up and it ran smooth. We did system checks and slow speed taxi tests. The fuel pressure worked but is now intermittent. It might be a bad connection, so we have to check it. Unfortunately we can't find a small metal "tang" that connects the engine to the tachometer sending unit so we can't accelerate it. It is a \$3.00 part that will keep the airplane grounded for now.

06/21/08 We installed the metal "tang" that came from UMA instruments. With the tachometer working, I did the high speed taxi tests. The airplane wanted to fly and I was tempted to go ahead, but I didn't. Just an adjustment to the vacuum and she will be ready for the conditional inspection and the test flight.

06/22/08 Another high speed taxi test reveals the airspeed indicator is not working properly. We will have to change the Pitot tube since it was somehow bent. I am going to install a DYNON heated Pitot tube for when I upgrade my panel it will already have the AOA indication.

06/30/08 The pitot tube arrived and will be installed. Final touch ups are underway and when finished the FAA A/P conditional inspection will be done.

07/14/08 Everything is complete and the airplane is ready for inspection. As soon as A&P Francisco Rojas has space in his shop he will do the inspection.

07/22/08 The FAA conditional inspection was completed and signed off. The aircraft is airworthy again. Now I am just waiting for the FAA to return the airworthiness certificate showing tail number N819PR. After this, lets fly!

08/13/08 The FAA airworthiness certificate showing tail number N819PR arrived. All the paperwork is in order. I made a modification to the door latch handle to insure it will never open. A simple spring and a little VELCRO double insures the latch stays closed in flight. NOW we can fly.

08/22/08 N819PR is back in the air. There are a few minor things to iron out and adjust. An Icom A-200 VHF transceiver and an additional GPS (Garmin 296) interface for the autopilot will be installed. A new interior will be installed, to include new seat backs. These are in addition to the repairs, so for now it is fly and enjoy the airplane.