

Pilot's Statement:

I WAS PERFORMING LANDING #3 OF 3 PLANNED FULL-STOP, TAXI-BACK LANDINGS. WINDS WERE SHIFTING, BUT ABOUT 30 MINUTES EARLIER HAD BEEN REPORTED AS 160° AT 6 KTS. THE NEAREST WINDLOCK SEEMED TO AGREE AS I MADE MY FINAL APPROACH. AS I FLARED, I SKIPPED (NOT BOUNCED) AND MAINTAINED X-WIND CONTROL INPUTS WHILE APPLYING JUST A TOUCH OF POWER. WHEN AIRCRAFT LANDED AGAIN, IT WAS FIRM BUT NO BOUNCE. AIRCRAFT STARTED TURNING TO THE LEFT. I MAINTAINED LEFT AILERON AND MODERATELY AGGRESSIVE RIGHT RUDDER. I THEN DETERMINED R. BRAKE WAS ALSO NECESSARY. THE TAIL WHEEL BEGAN SHIMMYING AT THAT POINT. THE LEFT YAW CONTINUED. RIGHT RUDDER INPUT AND RIGHT BRAKE SEEMED TO HAVE NO EFFECT. AIRCRAFT EXITED LEFT SIDE OF RUNWAY 22L ON A HEADING ABOUT 35° OFF CENTERLINE DURING THE YAW FROM CENTERLINE TO THAT HEADING, THE RIGHT WING TIP SLOWLY DESCENDED AND SCRAPED THE RUNWAY SURFACE. AS LEFT MAIN CROSSED INTO THE DIRT, I SAW A RUNWAY EDGE LIGHT AND REMOVED RIGHT RUDDER INPUT SO AIRCRAFT WOULD TURN FURTHER LEFT TO MISS THE LIGHT. AIRCRAFT CAME TO REST IN DIRT/GRASS INFIELD BETWEEN RWY 22L AND TAXI D. BOTH PASSENGER AND I EXITED AIRCRAFT AND ASSESSED THE DAMAGE. AIRPORT OPS ASSISTED PUSHING AIRCRAFT BACK ONTO THE NOW CLOSED RWY. TOWER GAVE PERMISSION TO TAXI FULL LENGTH AND EXIT. PASS. ROSE BACK TO ABAY HANGAR IN OPS VEHICLE. I THINK THAT I MAY HAVE INADVERTENTLY REMOVED THE LEFT AILERON INPUT AS I BEGAN LOSING DIRECTIONAL CONTROL.