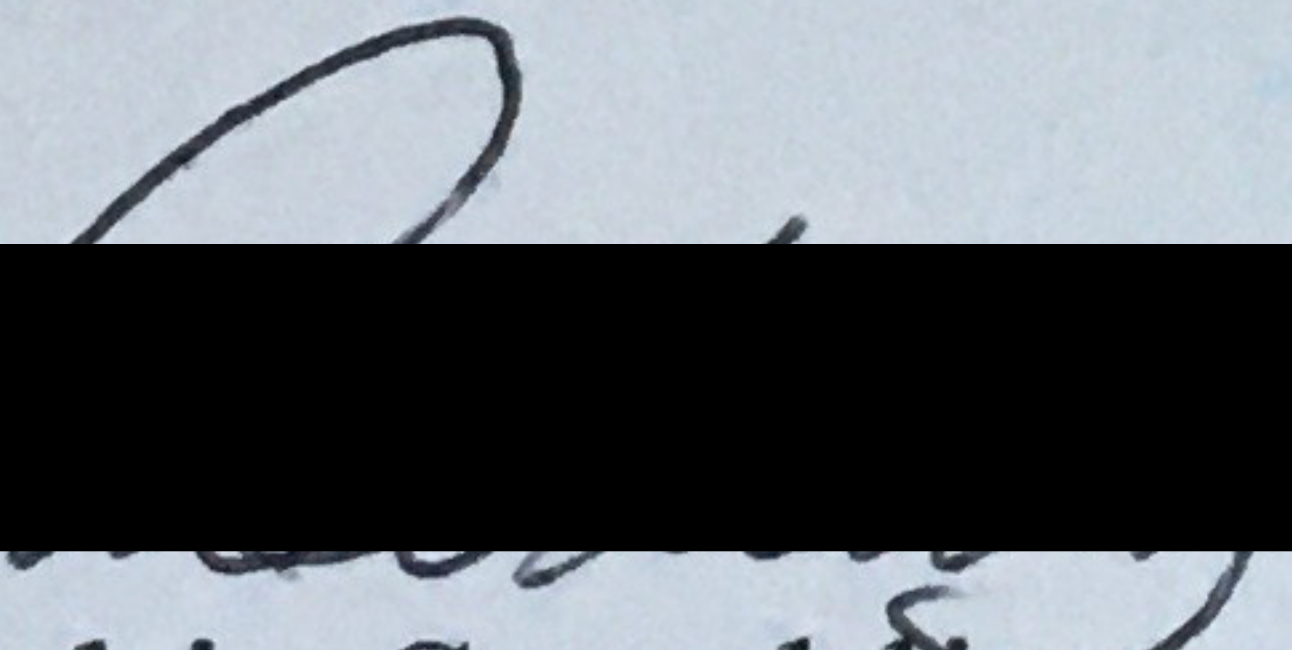


Statement of the Ground Loop Incident on 8/18/20 in N1526A

I was not compensated for my time flying with Ken on 8/18/20 in N1526A. For the whole duration of the flight, Ken was acting as PIC, as he was already tailwheel endorsed. I was there so he could get a feel for what it would be like teaching in that aircraft since his tailwheel time was in a Citabria and not a Pacer. On the taxi out, I had said to Ken that if it got squirrely he would be in charge of correcting it. We had been up in the pattern at PATK for roughly an hour and this was the second flight we had been on together in N1526A. On the landing where the incident occurred, Ken was set up for a three-point landing. We were going slightly fast, about 5MPH, when we touched down and we bounced. When the tires settled back down to the runway we were in a very slight crab and the tail immediately started coming around to the left. Ken made an attempt to use the left brake to counteract the loop but too much force was applied and the wing dropped and hit the runway. A tailwheel pilot, David Lee of Sheldon Air Service, was holding short at the time of the incident and later relayed to me that when we bounced he saw the tailwheel spinning around with no control and that when we touch down again it was not aligned straight and pulled the tail towards the direction it was oriented. I did not feel the tailwheel spinning at the time as it would be a hard thing to feel and I was not the pilot at the controls.



Robin Spaulding

Price Noreen

From: Robin Spaulding [REDACTED] >
Sent: Wednesday, October 7, 2020 9:20 AM
To: Price Noreen
Subject: Re: N1526A NTSB Investigation

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good morning Noreen,

Below is the information you requested;

- Birthdate and certificate number (CFI)
[REDACTED]
- Pilot certificate, Ratings
Commercial Pilot [REDACTED]; Instrument, ASEL, ASES, AMEL, Advanced Ground Instructor, CFI, MEI
- Total Flight time, time in this model, PIC time, Instructor time
740 Total Time, 150 PA20 Tailwheel, 110 PA20 Floats, 685 PIC, 390 Dual Given
- Medical type and last date
Third Class 05/16/18
- Date last flight review
Got Private on 8/9/18, have not had a flight review yet, my last checkride was for my MEI on 5/1/20

Let me know if you need anything else!

Best,
Robin Spaulding
On Tue, Oct 6, 2020 at 9:21 AM Price Noreen [REDACTED] wrote:

Hello Robin,

I am wrapping up the accident report from August 18th. Can you please provide the information below (as of August 18)

- Birth date and certificate number (cfi)
- Pilot certificate, Ratings
- Total Flight time, time in this model, PIC time, Instructor time
- Medical type and last date
- Date last flight review

Thank you. I am very glad to see you flying again! Good luck with your career.

Noreen

Noreen Price

Aviation Accident Investigator

National Transportation Safety Board

222 West 7th Ave

Room 216, Box 11

Anchorage, AK 99513

[REDACTED]

[REDACTED]

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