

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 3:50 PM	DATE 04/16/2013
NAME (S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Gregory Krantz		ROUTING	
		SYMBOL	INITIALS
SUBJECT N389HW Accident of 04/16/2013			
DIGEST Interviewed Mr. Gregory Krantz following an accident involving N389HW. Mr. Krantz ws the pilot and only occupant of the aircraft that was involved in an accident that occurred on 04/16/2013 at Anoka Airport (ANE)at approximately 13:30 CDT. The interview was conducted at 15:50 on 04/16/2013 at Twin Cities Aviation at ANE. The following is the overview of the accident as noted from the interview with Mr. Krantz. The aircraft had been recently purchased by Mr. Dennis Fitch. Mr. Krantz was going to give Mr. Fitch instruction in the aircraft, but wanted to fly the aircraft by himself a bit to become familiar with the aircraft. Mr. Krantz has about 3.4 hours of previous conventional gear aircraft time, the most recent was 1.0 hour on 07/19/2012. This was Mr. Krantz's first flight in this aircraft. Mr. Krantz obtained a computer weather briefing via his cell phone a few minutes before the flight. He taxied to and took off from Runway 27 at ANE. He rotated at 35-40 mph and climbed out at 55 mph. At approximately 500' agl, he turned to crosswind and then made a wide downwind to allow for traffic in the pattern. He made a slow descent and turned base near Highway 35. He then entered final at 400-500' agl at 45-50 mph. He was over the fence and touched down near the end of Runway 27 at 35-45 mph. (Continued on back)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/17/2013		TITLE Aviation Safety Inspector	
		 DAVID R. NELSON	

DIGEST (CONT)

He stated that he touched down tailwheel first and then bounced on to the mains and the aircraft rotated to the right. He then applied left rudder and added power to attempt a go around. The aircraft then caught on the right main gear and the right wing tip impacted the ground. The aircraft then nosed forward and sheared the propeller before the aircraft came to rest on the nose of the aircraft. According to Mr. Krantz, he did not notice any mechanical issues with the aircraft.