

From: [Jeffrey Venes](#)
To: [Rutt Brian](#)
Subject: RE: NTSB form 6120
Date: Friday, August 4, 2023 8:56:52 AM

[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.

Hello Brian. Attached are photos of the NTSB form 6120...

For page 9 and 10 I have decided to type up the Narrative History of Flight and Recommendation in this email. Does that work?

NARRATIVE HISTORY OF FLIGHT

First flight of the day was from Thompkinsville, KY (KTZV) to Mount Vernon, IL (KMVN) at approx. 0930 CST. This was a stop for fuel and for lunch.

Second flight of the day was from Mount Vernon, IL (KMVN) to Osceola, IA (I75) at approx. 1305 CST. This was the second planned fuel stop.

A third flight was planned from Osceola, IA (I75) to Madison, SD (KMDS) but this flight was not executed.

At Osceola, IA (I75) while landing the airplane on Runway 36 I lost control of the airplane, rolled off the runway into the grass to the right and ground looped the airplane.

The time was approx. 1510 CST the wind was a direct crosswind from 090 at 10 knots. It was also calling gusts to 18 knots on the AWOS about 10 minutes before arriving at the airport. I talked with the CFI on board and stated I would rather land here with him in the airplane instead of going to an airport with a crosswind runway. He agreed and we continued. We over flew the airfield and entered the traffic pattern with a left downwind for runway 36. I configured the plane for landing by adding 20 degrees of flaps on final approach. I touched down just passed my intended landing spot approx. 500ft from the runway threshold at approx.. 70MPH this was 10 knots too fast. The CFI on board stated this along with stating that I was making my workload higher. I acknowledge what he said and continued to rollout on the three point landing. As I was rolling down the runway, the tailwheel started to shimmy and the right wing was slightly lifted. There was more weight on the downwind leftside main landing gear as the airplane started turning to the right into the direction of the wind. As the airplane exited the runway into the grass the CFI came on the flight yoke with me and I thought we were regaining control and continued to slow down. However when we were still going approx.. 20-30 MPH the tailwheel swung around to the left and the ground loop occurred. The left wing struck the ground and the main landing gear had an extensive side load as the airplane skidded to a stop. The aircraft came to a rest with the left wing in contact to the ground. The CFI was able to unbuckle his seat belt, open the co-pilot side door and jump down from the airplane. He did this after I pulled the mixture to shutoff the engine and closed the fuel selector valve. In my rush to get out of the airplane I forgot to turn off the airplane master switch. Outside the airplane, after checking that the CFI had no injuries and after two people from the airport came to help us pull the airplane back down on its main landing gear I then got inside the airplane to turn off the master switch. At that point I asked the people there what I should do next and they informed me to call the FSDO and then my insurance company to report the accident. No injuries were reported by either

myself or the CFI.

RECOMMENDATION

I think this accident could have been prevented by executing a go around either when I landed 10mph too fast or when the airplane first started to veer off to the right and before we exited the runway to the grass. Another way this could have possibly been prevented was by landing on the grass that was next to the concrete runway as the grass is much more forgiving on a tailwheel airplane. I also believe that over-confidence in my crosswind capabilities on my part and on the part of my CFI was an issue along with complacency, as an option for a go around wasn't briefed or reminded like we had done so on other days that we were training. Lastly, I will also add the possibility of a faulty tailwheel caused the shimmy that may have contributed greatly to this accident. So from here on out if I own a tailwheel airplane I will have it adjusted as well as possible to reduce or prevent a shimmying effect. This is only speculation from another pilot that also ground looped his tailwheel airplane due to losing control after a tailwheel that shimmed too much.

Thank you,
Jeff Venes



Sent from [Mail](#) for Windows