

11-25-2024

To whom it may concern.

I was instructing a Commercial SEL CFI student working to obtain his tailwheel endorsement at KTEW on 11-24-2024 in a Cessna 140 N76061. The week before the flight we had several hours of ground school going over tailwheel aircraft handling. The student had done prior study and had completed the assignments I had ask him to perform before we met. He was well informed from these prior studies. During our ground work he was receptive and understanding what we worked on. The flight that day was cancelled as the aircraft needed re- rigging of the ailerons. On our both of our flights the aircraft seemed to track to the left on takeoff and landings. The student appeared to have gotten that problem under control, however it appeared to take all the right rudder at times to keep it heading correctly. The winds were simply to light to have caused as much problem that the aircraft was experiencing.

On the 11-24-2024 we did our flight training with two flights. The first flight had consisted of a takeoff and then traveling out to the training area. Once there we did steep turns, slow flight at minimum construable flight including turns, power on and off stalls. We performed forward and side slips. There is a private grass strip in the area which we used as reference to do forward slips, flaps on and off emergency docents from 3000' and spirals to a simulated landing and 180* power off landings but breaking off as it is a private field which doesn't allow landings. The student performed well and we returned to TEW. Once there we did a few full stop landings and takeoffs. We then stopped to take a rest and refuel the aircraft. The student had performed all his maneuvers in a satisfactory manner. It must be noted that upon takeoff the intercom was not working. We were able to get very broken static filled conversation by opening the squelch which produced a poor connection. We found that whenever the radio was receiving any transmissions the intercom feature cut out and we could not communicate.

We refueled and we went up for our pattern work. We did a number of full stop taxi back landings. We had a slight wind light maybe 7K with small gusts to possibly 9-10k coming from about 15* off the right side of runway 10. The student, at first, seemed to have some trouble with aircraft wanting to drift to the left on both takeoffs and landings. However he learned to correct the drift and

was handling the aircraft well. Prior to the incident we had completed full flap, partial flap, and no flap landings. We had done two 180* power off landings just prior to the landing which had the incident.

I was going to have the student do 3 more landings and call it a day. On the last landing the aircraft took a hard turn to the left and was becoming hard to control. When the plane started the left turn I was following lightly on the rudder pedals and felt a proper right rudder input and there was movement back towards the centerline. However it again started the drift and turn to the left. The student applied full braking and when we were back heading down the runway the brakes stayed on, the tail came up, we were traveling very slowly, and over we went. As noted before the intercom system was not performing well and when the radio received incoming communications it would override the intercom and stopped the pilots from hearing each other. I believe that the intercom was cut out during the landing and I could not get the student hear me telling him to stop braking.

Keith H Bryan

ATP SEL MEL, COMMERCIAL SES, CFI, CFII, ADVANCED GROUND INSTRUCTION,
AND INSTRUMENT GROUND INSTRUCTOR.

License # [REDACTED]

Student: Ferris J Bennet

Commercial SEL, CFI. License [REDACTED]

To Whom It May Concern,

On Monday, November 25th, I received tailwheel training from Keith Bryan at KTEW as part of my pursuit of a tailwheel endorsement. Our training began around 10:00 AM and involved a variety of maneuvers and landings to improve my tailwheel flying skills.

We departed KTEW and flew approximately 20 nautical miles southwest to a location clear of nearby towers and within a 4 NM radius of a private grass strip. Once we reached a suitable area, we began maneuver training, which included:

- Slow flight
- Power-off stalls
- Power-on stalls
- 360-degree turns (in both directions at 30-degree bank angles)
- Steep turns

After completing these maneuvers, we transitioned to emergency landing practice. I executed several emergency landings toward the grass strip, recovering to altitude after each. Following the first landing, we performed a second emergency landing, focusing on slipping techniques and again recovering to altitude. Keith then had me demonstrate a steep spiral to a landing at the grass strip, followed by another recovery back to altitude. We concluded the maneuver training with two more emergency landings, each involving slipping in both directions toward the grass strip from both directions.

After completing these exercises, we returned to KTEW to focus on landing techniques. We started by practicing stable approaches, maintaining approach speed and getting a good site picture. We decided on an approach speed of 50 MPH and it took a couple laps for us to determine the best RPM settings for both the downwind and approach segments. We determined that roughly 1900RPMs maintained 65 MPH on downwind and that roughly 1600RPM maintained 50MPH on final with half flaps and a 300 fpm descent.

On my first landing attempt, I experienced a couple of bounces, and I opted for a go-around. When I asked Keith if he would have called for a go-around, he confirmed that he would have on the first bounce. After a few more attempts, I successfully made my first full-stop landing. However, I struggled with maintaining directional control on landing, especially during roll-out, where the tail would swing out to both sides. Keith frequently applied slight right brake inputs to help straighten the aircraft during the roll-out. I recognized this as an indication that my rudder control needed improvement.

As the training continued, I began to feel more comfortable with both take-offs and landings. My take-offs were generally good, and I was able to maintain centerline with acceptable deviation. On landings, I was able to keep the aircraft aligned with centerline on touchdown, with tail sway that would reside with the help of Keith applying taps of the right rudder. I typically ended up about 10-15 feet to the left of the centerline by the time I came to a full stop.

For my fourth-to-last landing, I asked to try an approach at a slightly higher speed of 60 MPH, as we had been adding power during the flare to avoid hard landings. This approach felt much smoother, and I was able to manage the additional airspeed in ground effect. I thought it was my best landing of the day.

For my third-to-last landing, I again approached at 60 MPH, this time with full flaps, instead of the half-flaps we had used in previous attempts. This landing I believed was even better than the last, and

Keith agreed that I was making progress. My directional control during roll-out was improving, and my touchdowns were on centerline.

After my second-to-last landing, I checked with Keith to confirm whether he was providing rudder input during my landings, as I wanted to verify that I was maintaining control on my own. Keith confirmed that I was handling it correctly but that he was applying small rudder/brake inputs for safety and habit as an instructor.

For my final landing, I followed a stable approach at 60 MPH with full flaps and a 10-15 degree wind correction angle on final. My vertical speed indicator was reading a descent of 300 fpm, and I transitioned smoothly from crabbing into the flare. I touched down on the front main gear, and as I started my roll-out, I aligned the ailerons with the wind. As the aircraft began to drift left of centerline, I applied the right rudder, but despite this, the aircraft continued to move left. I did not recall whether I had applied any brakes during the intermediate roll-out, but I know that I did apply both brakes at the very end to prevent going off the runway. It is possible that I applied more left brake than right due to my right foot being fully pressed to the floor on the rudder pedal. It did not feel like we were moving overly fast when I applied the brakes and I believed at the time it was going to stop us from going off the runway. We entered a slow nose over roll that ended with us being upside down. Keith was the first person to talk as we hung upside down in our seats and the first thing I remember is him telling me to turn the master off and take the keys out. I unbuckled, grabbed the keys and turned the master off. Keith asked if I could unbuckle which at that point I already was. I asked him if he was okay and assisted him in exiting the aircraft because his leg was wrapped around the steering yoke.

Overall, I felt that my skills were improving over the course of the training, especially in terms of take-off, landing stability, and directional control during roll-out. I never personally applied brakes during the course of the training on roll-out to correct directional control off of center line which I believe may have been the missing corrective action needed on my last landing. I have only ever been used to applying both brakes when needed because in all of the aircraft I have flown, aileron and rudder input are all I have ever needed to remain on center line during roll-out. All of my directional inputs were from ailerons (always into the wind) and rudder during this training. The final roll-out when the event occurred I had both my ailerons and rudder inputs maxed out yet we continued veering left. I am unsure if this tendency to go left on landings are normal tailwheel characteristics or not but I can attest that it was the tendency of this aircraft on each landing. In addition, it is worth mentioning that throughout the course of our training the intercom would cut-out anytime someone spoke over us on our local frequency, this hindered our communication to some degree.

Sincerely,
Ferris Bennett
Commercial ASEL, License # [REDACTED] CFI
[REDACTED]

From: [Ferris Bennett](#)
To: [Mitchell Gallo](#)
Subject: Re: NTSB Accident Report Form
Date: Tuesday, December 3, 2024 7:14:06 AM
Attachments: [image001.png](#)

[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,

My apologies, I do not have the ability to edit the PDF anymore. The answer to that question is "No", is it possible to select it on our behalf on your end? Otherwise I will have to re-fill out the entire form on a different day, my apologies again, I am not sure why the pdf. is not a fillable version anymore. Please let me know, thanks.

Regards,

Ferris

On Tue, Dec 3, 2024 at 9:02 AM Mitchell Gallo [REDACTED] wrote:

Hello Ferris,

Thank you for the prompt return of the report form. I will need for you answer the block on page 9, if there was a mechanical issue with the airplane:



Sincerely,

Mitchell Gallo

C: [REDACTED]

From: Ferris Bennett [REDACTED]
Sent: Monday, December 2, 2024 7:23 PM
To: Mitchell Gallo [REDACTED]
Subject: NTSB Accident Report Form

[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 evening Mitchell,

My name is Ferris, I was a student pilot involved in an aircraft incident last week. It was requested from Cory Maxon that I submit a statement and form 6120_1 to you at my earliest convenience. Attached are both forms. In addition, my flight instructor Keith Bryan has asked that I submit his statement on his behalf with this email. I am attaching his statement as well. If you need to contact Keith his email is: [REDACTED]

Please let me know if there is anything else you need from me. Thank you.

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.