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Subject: CEN25LA153

Contact: Interview summaries with pilot/owner Karl Kemper

NTSB Senior Air Safety Investigator Josh Lindberg took the initial call concerning the airplane accident with the accident pilot. The following is a summary:

The pilot reported that the wind was variable and strong. He planned a landing to runway 31 because the wind was reported from 340° gusting into mid-20s knots. The pilot then checked the wind a few miles out and the wind switched to 010° gusting into mid-20 knots. He flew over the airport to look at the windsock and then entered the downwind for runway 5. The wind was favoring runway 31, then shifted over to 70° to favor runway 05. The pilot continued to runway 5. Right before the airplane touched down, the wind shifted again to favor runway 31. During the landing, the airplane bounced once, and the pilot tried to go around and added power, but no more rudder was available, so he ground looped. The airplane stayed on the runway, the right wing dipped down, and the airplane looped to the left.

Inspectors from the FAA FSDO called the pilot and performed a telephone interview with the pilot. The following is a summary:

The pilot was the pilot in command for the flight from Sault Ste Marie, MI, to Wausau, WI. 25 NM out from the airport, the pilot received the ASOS winds which were 340° at 18 kts gusting to 25 kts, so he planned for runway 31. 15 NM out he went to CTAF 122.7 and made a standard approach call. 5 NM out, he checked the winds again and they were 010° at 18kts gusting to 25 kts. He changed to land on runway 5. At midfield on the left downwind to runway 5, he looked at the windsock it had turned to 070 Degrees, so he continued to runway 5. He announced on CTAF his downwind, base and final. He approached with full flaps and added 5 knots to the standard approach speed. The airplane was stabilized on approach to runway 5. The winds changed and were from the left. He used left aileron and right rudder. When the mains were on the ground, as he brought the tail down, he was hit with a gust from the left. The airplane went back up into the air and he added power for the go around

and the airplane went more to the left and dropped. The right wheel hit first, broke the axle bolts off and the wheel assembly separated. The right-wing tip hit and then the nose and prop hit as he came to a stop. The windsock showed straight out from 310°.

The pilot reported 1,018 total hours, 676 hours in make and model, 118 hours in the last year, and 38 hours in the last 90 days. His last flight review was conducted on 16 August 2023. He went to a Wings program/safety seminar on 10 October 2024.

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