



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
GAA – General Aviation Accident Investigation

Date: 3/11/15
Person Contacted: Kevin Myhre (Flight Instructor)
NTSB Accident Number: ERA15CA148

Narrative:

During a telephone conversation with the flight instructor of the accident flight, he described the weather conditions during the flight as Visual Flight Rules (VFR) daylight, and the winds were light – around 3-4 knots. The flight instructor stated that he does not believe the wind was a factor in this accident.

The flight instructor stated that this flight was the first flight of the day for him and the accident occurred around 4:25PM (CST) on March 2nd, 2015. The flight departed runway 36 at Mufreesboro, TN airport (KMBT) and remained in the traffic pattern for a stop and go landing. The flight instructor said the student pilot was in control of the aircraft in the forward seat, and he was seated in the aft seat.

The flight instructor described that during the first attempted stop and go landing, the student pilot touched down, slowed down to taxi speed with all three wheels on the ground. On the rollout the aircraft started drifting to the left side of the runway, and then the student pilot made a hard correction to the right. Subsequently, the aircraft made a hard right turn and ground looped, stopping 180 degrees from the landing direction with the engine still running. The flight instructor stated that he called for “my aircraft” when the student made the hard correction, but the student did not get off the controls. The flight instructor said the PA-18 (Piper Super Cub) is equipped with heel brakes and he is unsure if the student pilot made a correction with the rudder or the brakes.

The flight instructor stated that he did not observe any pre-impact mechanical malfunctions with the airplane.

The digest was reviewed with him/her during the phone call and he/she agreed with the content.