

I purchased a 1946 cessna 140 and obtained Avemco insurance for it. The insurance company required 5 hours of dual instruction before solo.

I contacted Rob Staib [REDACTED] who is a flight instructor at Bloomsburg and a commercial pilot. He owned a Cessna 140 for a number of years and came highly recommended.

We met at the Bloomsburg airport 0930 on Sunday July 25. We talked about what we were going to do, checked weather, did preflight, weight and balance, documents, etc.

We took off and flew toward Sunbury and conducted aircraft familiarity including slow speed to simulate landing.

We landed at Bloomsburg and on the landing roll, rob told me to apply brakes and the aircraft swung to the left and almost came to a stop at the top of the ditch but then went over the edge into the ditch. There were no injuries.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 1003	DATE 08/25/2021										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS								
SYMBOL	INITIALS											
Timothy Lutzko												
SUBJECT N76596 landing at (N13) Bloomsburg Airport												
DIGEST This Inspector called Mr. LUTZKO (owner & pilot of N76596) at 1003 on 08/25/2021 and left a message that the event at Bloomsburg with N76596 on July 25, 2021 was being investigated. <u>At 1010 on 08/25/2021 Mr. LUTZKO returned this Inspectors call. This Inspector stated that the event at Bloomsburg was being investigated by the FAA Harrisburg FSDO. Mr. LUTZKO was asked for his email and it was given. This Inspector said he (Mr. LUTZKO) would be receiving an email containing the FAA Compliance Program & Airman Rights Document for his review. This Inspector asked Mr. LUTZKO if he felt the need to report the damage to N76596? Mr. LUTZKO replied that he had contacted the AOPA and his Insurance Company after the landing event. Mr. LUTZKO was told by the AOPA and his Insurance Company that it was not an Incident or Accident so he would not need to report it. Mr. KUTZKO further stated that it happened after landing and thought that was taxing. This Inspector stated that information supplied to the FSDO showed the event as happening on landing roll out and was being addressed as an Accident due to substantial damage to the aircraft. This Inspector asked Mr. LUTZKO to provide an email statement to this Inspector detailing the events that occurred on July 25, 2021 with N76596 at Bloomsburg Airport (N13).</u> -----END TSK-----												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE	TITLE	SIGNATURE										

Kelley, Timothy S (FAA)

From: rjstaib [REDACTED]
Sent: Tuesday, August 24, 2021 8:09 PM
To: Kelley, Timothy S (FAA)
Subject: Bloomsburg

I was contacted by Timothy Latsko to fly with him to gain 5 hours for his insurance in a Cessna 140 N76596. Tim stated that he had a tailwheel endorsement and that he had done upset training in a tailwheel aircraft. I was told his training was in a Champ. We scheduled a date to fly, July 25th and 26th. July 25th came and we talked and preflighted the aircraft. The takeoff was normal with correct control inputs. We climbed to the west of Bloomsburg (N13). As we leveled off I recommended to just do some turns to feel the control inputs. Tim did some turns, slow flight, steep turns and a approach to landing stall. I recommended we go to Sunbury airport for landings but we checked the fuel levels and decided to return to Bloomsburg. On the approach I reminded Tim to keep the plane straight don't be slow on the rudder peddles and remember to not overcontrol them. As we crossed the ridge on base leg we where a little high so as we entered final we also entered a slip. The slip was performed correctly as we lost the altitude needed to level off over the runway threshold and start to bleed off speed to land. As we crossed the numbers the plane was slowing and stayed on centerline. We preformed a nice three point landing with no bounce and the plane continued down the runway slowing as normal. After rolling down the runway and continuing to slow I said to apply breaks slowly and to continue with directional control. This is when the aircraft started to yaw to the right and then to the left. I loudly stated right rudder and break. Unfortunately the aircraft is not equipped with breaks on the right side but I did push full right rudder which Tim had done. The plane was still slowing but turning to the left but slowly correcting for the left turning ground loop as we departed the left side of the runway. The plane continued to slow and almost did as we got to the side where there is approximately a 10 foot slope and we did not completely stop before starting down this embankment. Because of tis embankment the plane stopped on the engine cowl slightly bending the prop and because of the left turn the right wing struck the ground bending it up. The right gear box is also bent from the sideloading. Both Tim and myself where wearing a 5 point harness and suffered no injuries.

Robert Staib
[REDACTED]

Tim Lutzko [REDACTED]