



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 11/22/2022
Subject: ERA23LA069, Pilot Statement to FAA
Contact: Thomas Rood

Mr. Rood sent the following statement to Federal Aviation Administration Inspector Knowlton via email on November 18, 2022. Inspector Knowlton then forwarded the email to the IIC on November 22, 2022.

“I was flying the subject aircraft from 01G (Perry Warsaw airport in Western NY) to KAFP (Anson County Airport in NC) on 28OCT and was the only soul on board. The flight briefing indicated VMC for the entire route with a mild (~6kt) headwind. I was taking a leisurely route, flying by dead reckoning, but also had the direct route in Foreflight and displayed on my ipad. I decided to make a fuel stop at 2G4 (Garrett County Airport), where METARS indicated a fairly strong, gusty crosswind slightly favoring rwy 09 (I cannot recall the exact conditions) so I knew the landing would be a handful, but I had landed in similar conditions before without incident, so I decided to execute the landing. Upon pattern entry at 2G4, my fuel gage indicated a little less than ¼ full.

On my first attempt, there was indeed a strong, gusty, crosswind that required significant left rudder/right aileron to maintain a stable, on-heading approach. The air was very unstable on short final with attendant wing rocking, etc. I was carrying a little excess speed and was attempting a wheel landing as prescribed in the POH, but at about 5 feet AGL, the aircraft dropped and resulted in a bounce, so I firewalled the engine and executed a go around. On my second attempt, in which I experienced similar atmospheric conditions to the first attempt, I managed to get the aircraft on the ground for a wheel landing and successfully got the stick forward thus planting the plane on the ground, with the tail up, on a stable rollout, and decelerating. Everything was good until

suddenly, a strong gust violently raised the right wing and the aircraft weathervaned to the right. I applied full left rudder and full power to improve rudder effectiveness and, indeed the plane responded, but was now off the right side of the runway, and I could not get it to turn further to the left before going off the embankment on the North side of the runway. The plane went down the embankment and when transitioning from the steep downhill to the flat at the bottom, the aircraft flipped onto its back. I received a cut on my forehead, but was otherwise uninjured.

All of this, of course, happened very quickly, but to the best of my recollection, this is the sequence of events. In addition to any suggestions you may have, I do plan to get some dual with my tailwheel instructor to ensure my skills are sufficient, with an emphasis on crosswind landings.”