

Dear Mr. Badhorse,

On October 19th, my son and I planned a trip from Chamberlain, South Dakota (9V9) to Sioux Falls (KFSD), the first leg of a three-leg-trip back to Nashville. Although the weather was completely VFR, I chose to file an IFR flight plan. We took off from 9V9 and were informed by Minneapolis Center that we were cleared direct to KFSD. As we approached Mitchell, South Dakota, we were diverted around traffic temporarily and then cleared once again direct to KFSD. I was informed by Minneapolis Center that my transponder was not fully functional, and was told to report 35 nautical miles west of KFSD. After reporting, I was instructed to contact KFSD Approach. Upon contact, I was informed by KFSD Approach that I would be given vectors to final to the active runway. A few moments later, KFSD Approach asked if we had received Information Papa. Information Papa informed us that the winds were from 240 degrees at 20 knots. Shortly after this, I was given a vector that took us South of KFSD. We were told that we would be landing on Runway 33. It occurred to me that this was a 20 knot direct crosswind, but we were informed that the other main runway, Runway 21, at KFSD was down due to testing of the ILS system. I was given the KFSD Tower frequency, and was told by the tower that I was cleared for landing on Runway 33. On final, I noted that I had an extreme "crab" in order to maintain the runway heading. As I came down and began to flare, I was holding extreme left aileron to keep my left wing down to hold runway heading. As I touched down, there was an apparent gust that started to lift the left wing tip, and I was unable to keep it down with aileron control. The right wing subsequently hit the Tarmac, and the plane proceeded to ground-loop to the left. After the left wing came down, I was able to taxi to the FBO (Landmark Aviation). These are the facts as I remember them. The tower, rescue squad, and maintenance crew were extremely professional in handling the situation.

Sincerely,
A.J. Bethurum M.D.