

Time of Incident: June 12 Sunday Time 0745

Aircraft: AT-802-N20361

Airport: KCIR/CAIRO

Rwy 32

Location of Aircraft: Southwest Side at the
End of 32 Rwy

Pilot: Patrick W. Amundsen Cert # [REDACTED]

Conditions Weather Time of Take off: VFR
Wind light and Variable Vis 10 miles

After filling hopper At Cairo with Fertilizer
I proceeded to Rwy 32 for an intersection
T/O After Completing line up and Before T/O
checks I Applied power to normal all Instruments
checked Normal, Trim Set for T/O Tail wheel locked
Torque/Rpm/Temp Normal Flaps Set, Runway Cleared,

proceeded With Normal T/o roll I Applied As much Right Rudder pressure as needed to Keep A/c going straight plane proceded to pull hard to the left. about $\frac{1}{2}$ way through Had all Right Rudder pressure in as far as it would go. Could see End of Runway Was Coming up Applied Brakes went into Reverse Not hard. Combined With Weight and direction Airplane ground looped. sheared gear and Bent wing, No Injuries to Pilot ground personnel or structures, ground crew have Emtied hopper, of Dry fert. lizer, And Removed all fuel.

Conclusion: Failure of tail wheel pin to lock We had been fertilizing tons of dry Fertilizer which Corrodes everything on tail wheel assembly And Quickly Cakes up grease even just after a few loads. We work off dirt Runways which

Compounds the abuse the tail wheel takes

Pilot's Course of Action: I will confirm Tail wheel is locked by working the tail Back an forth slightly to confirm Tail wheel is locked and After operation on dirt runway will check Tailwheel for grease and actuation of tail wheel locking pin.

Pilot: Patrick W. Amundsen

[REDACTED]
[REDACTED]
6/13/2016

Provo Utah 84604

Cell# [REDACTED]
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