



# NTSB RECORD OF CONVERSATION

**Adam Gerhardt**  
**Air Safety Investigator**  
**General Aviation Accident Investigation Division, AS-20**

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**Date: 7/5/2017**  
**Person Contacted: Kevin Dunshee (Flight Instructor)**  
**NTSB Accident Number: GAA17CA382**

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## **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

- He reported that the pilot receiving instruction did not have tailwheel endorsement.
- He reported that the accident landing was the 7<sup>th</sup> landing of the day, and was the 4<sup>th</sup> wheel landing they had performed. They landings were full stop taxi back's, rather than touch and go's.
- He reported that it was a "good landing," and then about 30-40MPH, a wind gust turned the airplane as the tail was beginning to settle to the runway, and the airplane ground looped.
- He reported a "slight deformation" to the engine mounts.
- He reported that they had extended their pattern due to two Blackhawk helicopters that landed and hovered down the runway about 5 minutes prior to their landing.
- He recalled that the wind was "down runway" about 6-10 knots.
- The accident occurred near the first turn off on runway 22, about 500 ft. from the runway threshold.