

From: [Jason Schleichardt](#)
To: [Vanover Jackie](#)
Subject: N599CC
Date: Friday, September 22, 2017 1:18:03 PM

Jack,

Terry Barnes asked me to submit a statement regarding our airplane incident. Please see below...

At the time of the incident, I had approximately 80 total flight hours, including 4 hours in a tailwheel aircraft. I was scheduled for my 4th tailwheel training flight at 7am on August 24th. Upon arrival to the airport, we discussed weather conditions, training plan, and location. Due to current crosswind conditions, Terry directed us to stay at Twin Oaks Airpark and work on crosswind take-offs and landings. I did a thorough pre-flight of N599CC and we proceeded with the training flight. We taxied to runway 02 for departure. We took off to the north in direct crosswinds from the west at 5-10knots. We flew the pattern, set-up approach, and landed on runway 02. After safely landing and bringing the aircraft to a taxi speed, I commented that "the landing was hard and a lot of work". I am still not sure how much of the input on the first landing was mine or how much was Terry's. Terry gave some instructional feedback as we taxied back to runway 02. The winds continued to blow from the west 5-10knots but consistently closer to 10 knots. We again took off to the north, flew the pattern, and set-up for approach to land on runway 02. On extremely short final, seemed like just a few feet off the runway, the nose of the plane turned sharply to the left. Terry yelled a command and then took over the flight controls, adding full power. With full power, we were now directly pointed west, perpendicular to the runway. There is a steep slope leading to a farm ditch on the left side of the runway. I felt the tailwheel strike the edge of the ditch which kicked the nose of the aircraft straight down into the ditch. We hit nose first at the bottom of the ditch with full power and enough momentum that the aircraft flipped completely over on its top upon ground contact. After quickly assessing we were both okay, I switched off the fuel, we unbuckled, and we climbed out of the aircraft. I was in a lot of shock and did not take a lot of time to look at the wreckage but it seemed to have substantial damage to all surfaces.

Please feel free to contact me with any further questions.

Jason Schleichardt

