



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division January 18th 2017

NTSB Accident Number: GAA18CA011

Aircraft Registration & Make/Model: N323WG, De Haviland Aircraft Co./ DHC-1

Accident Location: Polk County Airport (4A4)

Accident Date: 13OCT2017@1330EST

Subject: Memorandum for Record

In support of the NTSB Air Safety Accident Investigation involving the accident airplane, N323WG, Mr. Shokoui provided comments via the *Narrative History of Flight* and *Recommendation* sections of the fillable *NTSB Form 6120.1*. However, the comments were truncated and illegible on the printed form. Below are the complete comments that were transcribed on the form, as provided by the pilot.

Mr. Shokoui

On the 12th of October 2017, to plan an A/C range appropriate personal flight, I selected 4A4 with single runway of more than 4000' by 75' for a landing and return to home base of KSRB.

All weather reporting agencies showed relatively cloud free day with relatively calm winds aloft and calm at surface. I also chose KRMG as my alternate in the case of any and all prohibiting issues to land at 4A4. I left KSRB at approximately 11am Central time towards 4A4.

N323WG is a VFR air craft, and I carried current paper chart of Atlanta sectional as required and Garmin 496 as Navigation source.

The Flight operation was to be conducted as an unfilled VFR at 2500 feet MSL with appropriate changes to surpass minimum separation altitudes through Chattanooga airspace. By studying the chart days in advance, I noticed parachute activity in the vicinity of 4A4.

Upon arriving within 10 NM of 4A4, I began listening to its Unicom 122.8. I also made appropriate calls to indicate my intention of landing there with full stop. By listening to the AWOS KVPC1 and runway in use by the existing traffic, it was apparent that runway 1 was in use and winds at surface are calm.

I was intensely listening to ongoing traffic of a De Haviland Otter and a Cessna Caravan which apparently were being used to transport parachuter to drop zones. I also communicated with one of the 2 pilots of

either A/C while he was making calls in his flight to get a better grasp of their intervals of take off and landing.

It was apparent that as one was making drop, the other was returning to base 4A4 to pick up more parachuters. My challenge was to insure I worked myself into the traffic pattern traffic for a safe landing within their traffic and the visual approach.

I chose to turn right parallel, opposite direction from runway 1, maintain pattern altitude approximately one half mile north of the airport until the twin otter in take off had left the runway and past pattern altitude; making his left crosswind call before I made a u turn and made a long final for landing. This plan worked as expected for accurate timing. I approached runway 1 perfectly, with plans to land on the 2 mains "2 wheel landing". I was trained that Chipmunks are much more accustomed to 2 wheel landing on pavement, and in my practices and training, this proved to be the safest. Run way was a little more than 4000', far more than needed for this A/C to make safe landings and take off.

After a very smooth final and landing, I allowed the chipmunk to 2 wheel until it was slowed down and there was no more air speed on the horizontal elevator to keep it in the air. This also worked well and gave me the confidence that all was well and I was now able to Tuck the Stick Back for the casting tail wheel to touch surface and make appropriate Taxi movements to clear the runway. At this point, I was at the idle speed and tracking very slow.

Immediately after the tail wheel touched the surface, Chipmunk began to airborne with the right wing much higher and beginning a turn to the left. This motion created beginnings of a ground-loop.

In my practices at KSRB, this had occurred once and I recovered control by allowing the A/C to roll on to the adjacent grass field to come to near stop and regained control without any damages. I did exactly the same. If one looked at aerial view of the KSRB and 4A4 they both have similar landscape if landing on KSRB runway 4 or 4A4 runway1. At KSRB the adjacent field is mowed and at 4A4 was not.

Tall grass made the visual from a tail wheel A/C obscure. At KSRB the adjacent grass field is level to runway, and at 4A4 it's only on the first half and on second half it dropped off at approximately 30' below runway level. Once I rolled on to this drop off point, the Chipmunk nosed down to its bottom and darted in to tall briar weeds and soft earth. As mentioned in above reports, my backseat passenger and I were in 4 points restraint and the impact was light enough that we were fine. I immediately opened my restraint, shut main switch, fuel main and slid the canopy back open.

My passenger had done the same and we both exited on the left wing to the back of the A/C and towards the runway. As I looked back at the A/C, everything was quiet and there was a small oil smoke escaping against the firewall from engine compartment. I ran back to the aircraft and discharged the small fire extinguisher that was in the cockpit. This field is full of tall thorny briar and foot movement in it is very difficult.

At or about that time, a young man by the name of Sam Branch showed up; whom I asked for a fire extinguisher. He replied to me that he did not have one; and after I asked if he could run to get us one, he replied that the airport didn't have any fire extinguishers. Shortly after this, another person in a green Ford truck showed up who handed me a small fire extinguisher, and I worked my way down the hill to the craft and discharged it towards the smoke. By this time, the smoke was much larger and from the safe angle that I was able to reach it did not completely put it out.

By the time I made it back up, the local police arrived who didn't have any extinguisher. A few minutes later, the fire chief arrived and let me know that he did not carry any fire extinguishers. By the time the 2 fire trucks showed up approximately close to an hour later, the oil fire had consumed the Cockpit area.

The fire men extinguished the remaining fire with their water hose. The above written report is to the best of my recollections of the events leading up to this accident.

Operator/Owner Safety Recommendation

To the best my knowledge as a PIC of N323WG at the time of this accident.

- 1, weather conditions of the day was clear and calm with relatively warm temperatures.
- 2, The Chipmunk landed after twin turbo otter take off
- 3, It rolled about about a third of the runway before tail wheel was grounded at idle speed.
- 4, Sudden uplift of right wing and turn to left as angle of attack increased by #3.
- 5, It is likely that the wind voracities from the Otter still lingered on the runway causing the up lift.
- 6, Chipmunk is a light A/C with large wing surface.
- 7, Cross wind component maximum is 15 Knts.
- 8, For my personal limits I sat it at 10 Knts.
- 9, Distance to land behind another A/C must be increased, Not sure as to matrix at this time.
- 10, once this distance substantiated it needs to be taught by instructors for flying this tail wheel or conventional gear A/C.
- 7, If above assumption true it is critical for