

APPENDIX "A" to 6120 NTSB FORM:

Description of the flight, the evening of Thursday, March 15 through the morning of Friday, March 16, 2018:
(Times are approximate)

8:00pm- 473CC departed RNY 26 from KCMH(Camarillo), because it was night, I flew high, 5500' (over KBUR airspace verses a lower route below KLAX Class Bravo via the Santa Monica Mountains and VPLDS(Dodger Stadium)) to land RNY19 into KEMT(El Monte). The flight was .6 hours in duration, winds variable, skies clear. I then drove to my work to sign some documents, pick up some items, then drove back to KEMT to depart for either KBIH (Bishop) or final destination if WX improved, KMMH (Mammoth). On the ground from 5:00pm throughout the evening, I was getting WX Briefing's from "ForeFlight" and XM Satellite Weather every 5-10 minutes. I took "screenshots" of three such briefings, winds were high in Mammoth 29-39kts, but skies were clear and visibility good at KBIH with zero to 4kts wind. (I will send those images in separate email)

11:00pm-473CC departed RNY 19 with the intended "flight plan" of KEMT-VPLRB-KWJF-KIYK-KBIH-KMMH, in addition to XM Weather and Foreflight, I monitored AWOS/ASOS/ATIS at the above 5 airports identified. While in route, the wind direction at KMMH had gone from 180 degrees to as high as 240 degrees making a landing at KMMH potentially possible on RNY27. Wind velocity en route also was decreasing. It was never low, but it originally had been very high.

12:30am- I landed 473CC safely in KBIH on RNY35, RNY30 would have been fine also. So, I knew KBIH was my safe spot to land and would go to KMMH, overfly the runway as needed, monitor the AWOS for KMMH, and land, or go around and return to KBIH.

1:15am- the overflight, touchdown, and attempted “go around” @KMMH. AWOS had reported an all time low of wind velocity, I remember it as 17kts wind with gusts in the mid 20’s at approximately 230 degrees, so it was better in degrees and direction since 5:00pm leaving KCMA. Also, the “Forecast” showed winds were to increase, snow would begin, and visibility would become a problem by 3-4:00am. I had attempted to mitigate the crosswind component by landing right to left on the RNY 27, a 100ftx7000ft runway. Also, I over flew the initial [2000-2500’](#) of runway to get established in a stable landing configuration. Minimal throttle input, but enough for smooth “wheel landing”, not three point, full flaps @50degrees. Touchdown was normal, but plane did not want to return to centerline from left. At this point, I went full throttle for a “go around”, but the **left main wheel at the axle** sheered off, so instead of perceived “lift off” from runway, the propeller was spinning and destroying itself (clockwise from pilot’s view), causing aircraft to move radically into a right spin and ultimately facing the runway in the dirt. 270 degree right turn from initial touchdown. A “ground loop” to a left rotation would be normal in quartering left wind, if not stopped or beyond flight control input.

This landing was approximately the 23rd landing on the 31” Tundra tires with added rubber/weight since install in

December 2019, the prior two sets of tires from same manufacturer were 29" w/o extra rubber/ weight (performed by A&P Certified mechanic, Matt Shuman @KCMA). I believe a go around and safe return to KBIH would have been the net result of this landing if the tire did not come off. The plane was ordered with Heavy Duty landing gear to accommodate Tundra tires up to 35'. CubCrafters newer airplanes when spec.'d with HD landing gear have new "Forged" axles. I would like to know what initiated the upgrade, prior incidents, potential need for an "SB" so nobody gets hurt from similar scenario. I have 100's of landings in 473CC from 2013 to 2017, in similar or worst conditions, at KMMH, other airports, and "off airport" landings with zero consequences on the lighter 29" tires.

I will include a sketch and the WX screenshots in a separate email.