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Air Safety Investigator
Western Pacific Region

Date: 2/14/2023

Subject: WPR23LA096

Contact: Louis Hudgin, pilot, [REDACTED]

According to the written statement received by Mr. Hudgin:

"On 1/21/23 Tim Wren was giving me a BFR in his aircraft, the Cessna 170A N9534A at KIWA. Because of a large amount of water and debris found in the gascolator during the preflight we chose to finish the BFR in my PIPER Arrow at KCHD. The BFR was completed without further issue. I am also an A&P, and on 1/23/23 I met Tim and his son at KIWA so I could inspect and clean the fuel system on N9534A. After the cleaning and inspection Tim asked if I wanted to go up and do 3 stop and go's for tailwheel currency in the 170. Of my 17000+ total hours nearly 500 of them are in tailwheel aircraft including Aeronca, Seabee, Cessna 140, Great Lakes, etc. but I have not flown any tailwheel aircraft in nearly 6 years. All this was covered in the preflight brief. The first landing was a 3point landing and was completed without incident. The second landing was to be a wheel landing. We had briefed the tendency for the Cessna 170 to skip or bounce a little during wheel landings. This is common among most tailwheel airplanes including the tailwheel airplanes I have flown. The "FIX" for the bounce is to give the elevator a slight down input upon first contact with the ground. On the downwind leg for the second landing Tim and I discussed the use and sensitivity of the rudder, saying a little is a lot. I also cautioned Tim to be ready as I had not flown a tailwheel in 6 years. On first contact with the runway and tracking straight down the runway I gave a slight down input on the elevator but we skipped up a few inches anyway, still tracking straight down the runway on the second contact I gave slightly more down elevator input but it skipped again but not as much as the first time. On the third contact while still tracking straight down the runway it stayed on the ground. As

the aircraft decelerated, the tailwheel slowly lowering until it was on the ground, that is when the first deviation to the left occurred. Following Tim's advice I used just a little right rudder correction which did not stop the left deviation so I gave it more right rudder. That didn't stop it either so I gave it a lot of right rudder, that was too much so in came the left rudder and brake. We had lost control at this point and the left gear tucked under the fuselage and broke dropping the left wing onto the runway and a brief backwards slide on the right gear and the left gear stub. The engine was still running and the prop had not contacted the ground. The engine was shut down and secured and everyone exited the aircraft without any injuries.

Louis Hudgin"