



Dan Baker  
Senior Air Safety Investigator  
AS-WPR

**Date:** July 23, 2025

**Subject:** WPR24LA177, Tailwheel Assembly Evaluation

**Contact:** Clint Crookshanks, NTSB Structural Engineer (AS-40)

On May 30, 2024, about 1610 Mountain daylight time, the pilot was landing on runway 22 at Parowan Airport (1L9), Parowan, Utah. The pilot performed a 3-point landing. Immediately on tailwheel touchdown, the airplane unexplainably and severely turned left and departed the runway to the left and ground looped, collapsing the right main landing gear and substantially damaging the right wing.

The pilot provided pictures of the tailwheel assembly to investigators to evaluate damage to the assembly. Mr. Crookshanks provided the following evaluation of the observed damage.

*Based on photos of the tailwheel assembly, the extruded base fitting flanges are damaged and fractured on both sides from a twisting motion about the base to suspension connecting bolt. As designed, there should be no rotation of the tailwheel about this point. The mode of fracture could not be determined, but the deformation suggests shear overload on the flanges. The damage on both flanges is consistent with that resulting from a shimmy event. The castering of the tailwheel should be about the vertical tailwheel axle.*