

Elliott Simpson
Senior Aviation Accident investigator
AS-WPR

Date: 12/19/25

Subject: N68830

Contact: [REDACTED]

[REDACTED] was the pilot at the time of the accident. He is also the AP and IA mechanic who performed the last 100 hr. inspection. The next inspection was due in about 20 hrs.

He provided this statement via phone at 1400, just after the accident on 12/19/25.

Departed and flew for one hour. During landing approach wind was 240 at 7kts, he landed 27R and applied aft control stick as standard, but the airplane departed to the left. He applied engine power to climb back out, and then changed his mind, reduced power and the airplane ground looped.

After the event, he asked ground control if he could taxi back, they said no.

He looked at the damage, and the lower left aft wing spar was bent along with its aileron. He stated there were no preaccident mechanical malfunctions or failures that would have precluded normal operation, and this was simply a loss of control event.