

Greg Hughes
Aviation Accident Investigator
Western Pacific Region

Date: January 8, 2026

Subject: WPR26LA066 / Record of Conversation

Contact: [REDACTED]

A phone interview was conducted with [REDACTED], the pilot of the accident airplane, regarding the landing event on runway 27R and subsequent ground loop. The purpose of the call was to clarify the sequence of events described in the interviewee's written report on NTSB form 6120.1.

Mr. [REDACTED] stated he landed the airplane on runway 27R, which he described as a three-point landing. He noted there was a crosswind from the left, approximately 40 to 45 degrees off the nose. He said that he had used engine power several times in the past to stay on the centerline. He said that while attempting to maintain centerline during this landing, he held the stick back and added power. He said he could not see straight ahead and relied on peripheral vision. He said that after drifting off the centerline to the right and attempting to correct back, he was "coming all the way back [aft]" on the control stick and then "going to the left to get the right [aileron] down." He said that he did not apply rudder inputs and remained neutral on rudder. He said he increased engine power while still attempting to correct, and within two or three seconds the airplane "took off to the left." He indicated the airplane stayed on the ground to the best of his knowledge. He said his instructor had told him that adding partial power can cause the airplane to torque due to propeller factors and angle of attack, and he believed the wheels "skidded" to the left, describing the wheels as "just barely on the runway."

He then described a ground loop to the left: the airplane continued left off the runway, turning left and then crossing back over the runway at about a 90-degree angle, and traveling across the grass toward taxiway Charlie during the sequence as

he tried to keep control by adding power. He said the airplane came to a stop on taxiway Charlie, between Circle Air and Sky Harbor.

He described his tailwheel experience flying a variety of airplanes, and said that he had 21 hours in the Stearman airplane.

He added that when he added power during the landing roll, he likely caused a wing to lift while the wheels were barely on the runway and skidding, leading to the left-hand excursion. He stated he believed that if he had not added power, the event would not have occurred.