



## Memorandum of Record

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**NTSB Accident Number: ERA15LA244, N323RP, RV-8, Monroe, NC**

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Excerpts, Supplemental Information from the Pilot

From: [REDACTED] [pilot]  
Sent: Monday, July 27, 2015 5:43 PM  
To: Cox Paul  
Subject: Re: ERA15LA244; N323RP

My recollection is that I landed near the center of the runway and when the deviation from runway heading started I applied rudder correction and that looks like where the skid marks started.

I have no report of brake problems from the people that are rebuilding the airplane but Mr. Kent Gorton confirmed the fact that I discovered when we lifted the airplane from the ditch. While the airplane was suspended by the crane, I discovered that the tail wheel did NOT lock into a detent when aligned with the rudder. This effectively made any tail wheel steering with the rudder inoperative. With a short coupled airplane this is a serious problem. I also had the engine at idle and there was minimal air flow over the rudder making it ineffective. These are the only factors that I can come up with that caused the deviation from the runway. Mr. Gorton has offered to provide a letter as to the tail wheel system discovery.

I checked my records and I have flown about 14:30 in the RV in the last 90 days. I have flown a Super Cub a few hours (2:00 +/-) also. Most of this time in the RV-8 was in May of this year.

Paul R. Cox  
Investigator in Charge