

Gregory W Brown
[REDACTED]
Williamsport, MD 21795
Private Pilot Certificate
[REDACTED]

March 22, 2019

National Transportation Safety Board

Attn: Kathryn Benhoff

Re: Accident of N767CC at Yakima Airport on March 15, 2019

Dear Kate:

The following is my statement concerning the accident referenced above.

On March 15, 2019 I was receiving a second day of flight training with Mark Woodruff of Tac Aero in Yakima Washington for the purpose of obtaining a tailwheel endorsement to my Private Pilot license. The day began with a tour of the Cubcrafters factory facility. Following the tour, Mr Woodruff and I spent an hour or so on Ground Training, reviewing tailwheel flying techniques. Following the Ground schooling we departed Yakima for Arlington Oregon to work on short field and soft field take-offs and landings. While at Arlington we made 8 landings including a simulated engine out landing. After taking a short break on the ground at Arlington we returned and landed at Yakima at approximately 3:30pm.

We re-fueled the airplane and reviewed some additional ground work discussing managing the aileron and elevator surfaces for various wind directions in relation to the airplane direction. While on the ground the wind picked up to approximately 5 knots or slightly more and changed to more of a crosswind to tailwind. I was interested in doing more work in the pattern and getting some crosswind experience in light winds so we decided to start flying again at 4pm. We requested and received authorization from the tower for work in the pattern to perform takeoffs and landing on Rwy 27. The winds were estimated at 140 to 150 degrees at 4 to 5 knots. We made two touch and go three-point landings. On the third landing I corrected a slight turn to the left with right rudder followed by a correction back to the left. Once the airplane came back to the left it began turning harder to the left. I reacted with full right rudder but the right rudder control would not offset the strong left turn and eventual ground loop. As the turn sharpened the right landing gear collapsed and airplane tipped and dragged on the right wing where it came to rest. The engine was still running. The engine was shut down along with all electrical components and we departed the right side of the aircraft. Shortly thereafter the airport ground crew and manager arrived and addressed the leaking fuel and organized removal of the airplane from the runway. Mark Woodruff and I both spoke to representatives from the NTSB.

Let me know if you have any additional questions regarding this accident.

Sincerely,

Gregory W Brown