

Fox Todd

From: Fox Todd
Sent: Tuesday, September 1, 2020 10:44 AM
To: Brandon Jewett
Cc: Fox Todd
Subject: RE: N36SC Incident Recount V2

Importance: High

Mr. Jewett,

Thank you for providing your typed-statement concerning the airplane accident that occurred on 27 August 2020 while landing at Van Aire Airport (CO12), near Brighton, Colorado.

I will include your typed-statement with the public docket materials in support of the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Brandon Jewett [REDACTED]
Sent: Tuesday, September 1, 2020 10:33 AM
To: Fox Todd [REDACTED]
Subject: N36SC Incident Recount V2

Mr. Fox.

As we have discussed. I had been providing instruction to Mr. Sorensen in the Sc-360 on the day of the incident. We had been flying for the previous 3 days and had been conducting an "insurance checkout" that the insurance company had required for 10 hrs of instruction and at least 25 landings. At the point of the incident we had conducted approximately 10 hrs of training and in excess of over 50 take offs and landings consisting of touch and go's both full stall and wheel landing's. Full stop, touch and go's, and full stop taxi back. We had done air work, stalls, emergency procedure and introduction to mountain flying. Mr. Sorensen had been performing above average given his level of experience and I felt that was more than capable of operating the aircraft through out its entire performance range given the instruction he had received. Leading up to incident we had been doing landings at Easton Valley airport and I estimated we had reached our 10 hours and his competence was more than acceptable so I told him to "take us home". He performed another touch and go landing at Platte Valley airport rwy 9 (grass) on the way to Van Aire. On approach to Van Aire all approach and initial landing was normal landing at Van Aire on rwy 12. However during deceleration Mr. Sorensen had full and complete control without any instruction and about half way through the roll out I suggested we slow and prepare to turn off the runway. For reasons unknown to me he made a small power application. I then verbally instructed to "cut power" he move the power aft but not fully and I noted the power still up in the 1500-1600 rpm range. I then re-affirmed to 'cut power" and manually pulled the throttle full aft. With in >1 second of my instruction and me pulling the power to the full idle position he began a firm and hard brake application that with in >2 seconds caused the nose to go over and result into a forward flip to the inverted position. This was not expected as I had instructed many times not to use brakes with the tail in the air unless for differential braking for directional control. Please note that the configuration of this aircraft is that it has limited dual controls. The aft seat has throttle only, stick for roll and pitch and a very basic rudder peddle set up for rudder steering. No brake controls for the main wheels brakes exist in the aft seating position. Unfortunately the incident came as a huge surprise given the level of competence Mr. Sorensen had exhibited. I have provided many hours of tail wheel instruction to many students and certainly am struggling to reflect on my roll in this incident. If you require any additional info regarding this incident please feel free to reach out.

Thank You

Brandon Jewett