

Communication Summary

July 20, 2020

Information from: Inspector Cody Ingemansen



Summary & Factual Information: Inspector Ingemansen advised the pilot, Mr. Stephen Greenway, provided a statement of events in reference to the accident. Mr. Greenway, in part, advised:

July 17th 2020 incident at Glenwood Springs Airport N86WM 1967 L-19/Cessna Ector 305A/O1

This was a nice Friday morning flight in calm, cool air that ended in a loss of directional control and a groundloop in a tailwheel airplane, which was overturned in the process. There were two people on board

The airplane departed Aspen Colorado about 7:25 am in calm conditions, flew VFR to Glenwood, where I crossed east to west in a midfield crosswind approach, falling in behind a single Commanche aircraft on a left downwind for runway 32. The aircraft in the pattern ahead made a nice landing and pulled off the runway at the midfield fueling station some 900 feet from the threshold. I normally land the L19/Cessna 305 A/ O1 airplane N86WM on the grass strip adjacent on the east side of the GWS runway (A common practice for the small tailwheel aircraft based at GWS), but it ends at the fueling apron. With the fueling apron occupied, I chose to use the paved runway surface. As I passed the windsock at the south end of the runway I noticed a light tailwind, which I estimate to be about 3 knots. I have a personal cutoff of 5 knots for a tailwind component for landing conventional geared airplanes. Upon touchdown I proceeded normally, but lost directional control, and was applying brakes and ailerons in the prescribed manner until the aircraft departed the runway, towards the East (and the fueling apron). I then was too heavy on the brakes and felt the airplane start up and over on the nose. After we came to a halt, I spoke to my Son, "time to get out!", I popped my seatbelt, turned off all the switches and crawled out of the open left side window, followed by him. There were no visible injuries on either of us, I assessed him, glanced at the airplane, and re-entered the airplane to turn off the ELT, and disconnect the battery. The ELT performed perfectly, was triggered by the deceleration forces and my son (listed as a contact on the satellite registration) received a call from the US Air Force. Somewhere within this time period the "first responders" of the Glenwood community showed up with Ambulance, Fire, Sheriff, and Police units responding. I would estimate 8 to 10 vehicles approached and spent the next hour with lights flashing. The runway was closed by the airport manager, who waved off one airplane on the radio. Among the dozen or more personnel present there was only one (covid-19) face mask plus my own ...

My son and I were checked out by the ambulance personnel (who WERE masked) for vitals, interviewed for disorientation/concussion, and "released", as we formally waved off any hospitalization.

I would categorize this incident as a loss of directional control, followed by an incipient groundloop, followed by an upsetting of the aircraft. I expect the aircraft to be totaled by the insurance company as the propeller, engine, wings, rear fuselage and tail were all substantially damaged. Oddly enough, the cabin, and all the windows appear completely intact. And other than a couple of bumps on our heads as we released the four-point military style harnesses, and bruised pride, both my son and I were un-injured.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator