

FROM THE DESK OF

Richard B. Stansley, Jr.

8/4/2021

Rick Anderson FAA

Rick,

In response to your inquiry my responses are as follows:

At approximately 10:40 AM 7/28/2021 I was landing at KADG with the AT6 N6601C. The landing was a normal centerline wheel landing. After the tailwheel settled the aircraft started tracking left. I applied increasing right rudder attempting to arrest the left track. Full rudder had no effect, I then applied right differential steering and corrected the left track, as aircraft moved to centerline, I attempted to arrest the right track with full left rudder and then by applying full left brake. The aircraft skidded 75' to 100' on the centerline before veering to the right. Approximately 15 ft from the runway edge the left gear collapsed from the side loading the inertia completed the ground loop.

It seems as if the tail wheel was not locked. Additionally, upon exit of the aircraft the tailwheel was pivoted 90 degrees to the right of Fuselage centerline. The tailwheel lock handle was in the "locked position" tailwheel lock was verified prior to takeoff.

Damage is to the right and left landing gear struts and trunnions and left wing.

I have 13.5 hrs. in AT-6 and SNJ Make and Model aircraft.

Hours in last 90 days: 41hrs

Hours Last year: 221hrs

Total Hours: 4266

Biennial Flight Rev: 4/14/2021

Legacy Flight Training PA46 Recurrent 12/2020

Simcom multiple times in various aircraft make and model more than 12 months ago as well as training in L39, T6 and P51.

Aircraft Info

1957 North American AT-6F

N6601C Serial # 121-42479

TT 5614

SMOH 315.4

If you are in need of additional information please feel free to call me at your convenience.

Sincerely,


Richard Stansley, Jr.