

From: [Anderson, Richard D Jr \(FAA\)](#)
To: [Gallo Mitchell](#)
Subject: FW: T-6 at Adrian
Date: Thursday, August 12, 2021 11:51:38 AM

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[Instructor statement and info. Ed Rusch](#) [REDACTED]

Rick Anderson

Front Line Manager
East Michigan FSDO
[REDACTED]

From: Ed Rusch [REDACTED]
Sent: Friday, August 6, 2021 7:42 AM
To: Anderson, Richard D Jr (FAA) [REDACTED]
Cc: Richard B Stansley [REDACTED]
Subject: Re: T-6 at Adrian

Good morning Sir,
In response to your inquiry:

1) On the morning of July 28th, Rick Stansley and I were flying a North American AT-6F near Adrian MI. I had flown the aircraft as PIC earlier from 16G to DUH with Rick in the aft seat. Enroute we had performed steep turns and slow flight for general re-familiarization. At DUH airport we had swapped seats and he assumed the PIC function with me as instructor. Rick had told me he had time in type, though I don't know how much. His conduct of the start up, taxi and takeoff were textbook examples. I had assisted during the takeoff checklist and all items were addressed. After takeoff we conducted steep turns, slow flight, and configuration changes. Since we were close to Adrian MI and their long wide runway I suggested we perform a landing and takeoff there. His approach, configuration change, and final approach were also textbook examples. I had again acted as a second pilot on the conduct of the checklist. I specifically asked him if the tailwheel control was in the locked position and he answered in the affirmative. He performed a smooth wheel landing, followed by a gentle lowering of the tail, followed by a move of the control stick to the aft position, all smoothly and positively done. After some reduction of speed the aircraft began a swing to the left, and his rudder correction was instant and correct. At this point I sensed that the tailwheel was in fact unlocked. The aircraft began to recover to the right at which time he neutralized the rudder. The aircraft continued to swing to the right at which time he applied full left rudder. The right swing became rapid and violent and resulted in a groundloop with damage to the landing gear and left wing. Neither of us were injured. The aircraft had come to rest with the tailwheel at a 90 degree angle to the longitude of the aircraft, supporting my sense that it was

unlocked on landing. It is my opinion that Rick's reactions during the accident were excellent, and that once the excursion from straight ahead began there was little either of us could do to prevent it.

2) I have approximately 150+ hours in type and have acted as instructor pilot in type before.

3) Hours last 90 days, approximately 20 in various types, most as instructor.

4) Hours in the last year, approximately 50.

5) Total hours, approximately 20,000.

6) Flight Instructor renewal March of 2020.

Sincerely,

Edward J Rusch

Pilot Certificate [REDACTED]