

From: [REDACTED]
To: [Liedler Courtney](#)
Subject: RE: Air Force Academy Super Cub Accident
Date: Thursday, September 8, 2016 7:10:10 AM
Attachments: [Richard Adams Statement.pdf](#)
[14 CFR 61.69.docx](#)

Courtney,

I am sorry I haven't responded earlier, I had to move my RDO this week so I was out of the office yesterday.

Attached is a copy of the pilot, Mr. Richard Adams', statement. The top statement is from Mr. Adams and the bottom portion is from Mr. Joe Morales, the Quality Assurance (QA) Manager at Akima Logistics Services (ALS) at the United States Air Force (USAF) Academy. In Mr. Adams' statement, he said that he applied both brakes and the left brake was more effective than the right causing the aircraft to turn to the left. I don't consider this to be a "mechanical" failure as it is fairly common with differential brake systems to have one brake more or less effective than the other. This aircraft also has heel brakes which are generally harder to evenly apply pressure to than toe brakes. He also stated that he was told "there were some issues with the steering of the tailwheel" prior to his flight that day. When I inspected the aircraft, I noted the tailwheel was canted slightly to the side but still appeared to function properly. In Mr. Adams' statement, he says that when the gust of wind picked up the right wing, he lowered the tail to regain directional control so the tailwheel was not in contact with the ground when he started to lose control.

The training requirements for glider towing operations are contained in 14 CFR 61.69 (attached). I did not review his logbook to determine if he had met the requirements as the accident occurred after he had released the glider and was landing.

Please let me know if you have any further questions.

Thank You,

David C. Longan
Aviation Safety Inspector
Denver Flight Standards District Office
[REDACTED]
Denver, CO 80249-6361
PH: [REDACTED]
FAX: [REDACTED]

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[REDACTED]

From: Liedler Courtney [mailto: [REDACTED]]
Sent: Wednesday, September 07, 2016 9:44 AM
To: Longan, David C (FAA)
Cc: Liedler Courtney
Subject: RE: Air Force Academy Super Cub Accident

Thanks for all of the information, David.

One more request and a couple more questions ... could you forward along a copy of the pilot's statement? Did he claim there was a mechanical issue with the airplane? What is required by the FAA under Part 61 for training of towing operations?

Thanks,
Courtney

From: [REDACTED]
Sent: Tuesday, September 06, 2016 1:49 PM
To: Liedler Courtney
Subject: RE: Air Force Academy Super Cub Accident

Courtney,

Thanks for getting back to me. The pilot's name is Richard Adams who can be reached at [REDACTED] or [REDACTED] or [REDACTED]. I did talk to him since we talked and he pretty much told me the same information as his statement. I sent him an email asking for some basic information I needed for the -23 which he provided.

I met one of the owners of Big Q Aviation while I was at the Academy. His name is Pete Setian and can be reached at [REDACTED]. The person I normally work with at the Academy is Mr. Joseph Morales who runs the shop for Akima Logistic Service (ALS) that maintains the tow planes and gliders. He would be able to tell you how the lease agreements between Akima and Big Q Aviation work. He can be reached at [REDACTED].

The information provided by Mr. Adams:

- 1. I participated in an online renewal of my flight instructor certificate via the AOPA online Flight Instructor Refresher Course on June 17, 2016.*
- 2. I have not participated in the Wings Program*
- 3. I have not participated in any new rating initial air carrier in the past two years as I was flying Captain on the B-747 for the past twelve years.*
- 4. I participated in 9 month recurrent training at United Airlines on June 23, 2015. This included classroom and simulator training.*
- 5. I received training and a check ride in April 16, 2016 at Jack Browns Sea Plane Base in Florida for my Commercial Single Engine Seaplane Rating. Piper J-3*
- 6. I have approximately 50 hours PIC time in a PA-18-180 (47 tach) plus initial training of approximately 5 hours.*

7. *I have approximately 60 hours of flight time in the past 90 days.*
 8. *I have approximately 550 hours in the last year*
 9. *I have approximately 29000 total time. (without any prior accidents incidents or violations)*
- Let me know if you have any questions.

Thank You,

David C. Longan
Aviation Safety Inspector
Denver Flight Standards District Office
[REDACTED]
Denver, CO 80249-6361
PH: [REDACTED]
FAX: [REDACTED]

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[REDACTED]

From: Liedler Courtney [REDACTED]
Sent: Tuesday, September 06, 2016 11:11 AM
To: Longan, David C (FAA)
Cc: Liedler Courtney
Subject: RE: Air Force Academy Super Cub Accident

Hi David,

Sorry for the delay. The accident number is CEN16LA348.

Could you pass along the pilot's name and contact information? Any luck getting in touch with him since we chatted last week? Also, you mentioned you knew the owner of the operator of the tow service company (Big Q Aviation)? Being the pilot has since been fired; I would like to know more details on his training/past occurrences/etc. I believe the operator is responsible to ensure he was qualified in both tow operations and tail wheel since they employed the pilot, correct? I know the pilot was required to be checked out in towing operations under Part 61, just not sure how that all works?

Thanks,
Courtney

From: [REDACTED]
Sent: Tuesday, September 06, 2016 7:02 AM
To: Liedler Courtney
Subject: Air Force Academy Super Cub Accident

Courtney,

I know you are very busy but I was wondering if you might have had a chance to assign an Accident Number to the accident that occurred at the USAF Academy on August 25, 2016 involving the PA-18-150 glider tow plane.

Thank You,

David C. Longan
Aviation Safety Inspector
Denver Flight Standards District Office

[REDACTED]

Denver, CO 80249-6361

PH: [REDACTED]

FAX: [REDACTED]

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[REDACTED]

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