

From: [David Harrington](#)
To: [Benhoff Kathryn](#)
Cc: [Bill Lyon](#)
Subject: Re: N109FH Additional Questions
Date: Tuesday, April 11, 2017 7:15:36 PM

Kate - I have written replies to your questions below:

- During the brake disc inspection in February 2017, did you or Robert notice any other areas with rust on the glider?

We certainly noticed typical corrosion introduced by the environment, but Robert did not suggest any immediate actions. He had recommended that I rent a hanger towards the end of March 2017 for some cosmetic work on the aircraft along with our routine corrosion removal. I had corresponded with the State of Hawaii Dept of Transportation for the hanger rental per Robert's recommendation and had scheduled time for work with him in late March. Per our discussions with Robert, no areas of rust seemed to require immediate action.

- Specifically on/in the flight control surfaces?

We did not see any rust on the control surfaces. All control surfaces moved freely and seemed to be well-lubricated by the LPS-3 that is often applied.

- What did you do about the brake disc (clean it, replace it, etc.)?

Robert installed new discs on both right and left sides in May 2016. I purchased them from Wings and Wheels and have an invoice dated 5/12/2016. When William and I were each flying the aircraft in February, Robert recommended that we taxi the aircraft around and exercise the brakes before flight. I did this in February 2017. I also did this immediately before the incident (and the brakes functioned normally). No further action was recommended by Robert and no abnormal operation was noted by either William or myself.

- Was there any reason to why the glider had not had an annual performed since January 2016?

We thought the annual was renewed in May of 2016. We had asked Robert to redo the annual, perform the lifetime extension, install new brake discs, spark plugs and airframe work. It was our understanding that in May of 2016 we had renewed all inspections. We had paid Robert [REDACTED] on 4/26 and [REDACTED] on 5/19 for the various inspections and associated maintenance. It was only after the incident March 2017 that we learned the opinion of some people that the annual was not performed. It was our understanding that we had renewed the annual in May of 2016.

Let me know what else you need.

Dave

On Apr 6, 2017, at 8:35 AM, Benhoff Kathryn <[REDACTED]> wrote:

I apologize for the delay, but I appreciate your quick responses.

Some more follow up questions...

- During the brake disc inspection in February 2017, did you or Robert notice any other areas with rust on the glider? Specifically on/in the flight control surfaces? What did you do about the brake disc (clean it, replace it, etc.)?
- Was there any reason to why the glider had not had an annual performed since January 2016?

Thank you, again.

Kate Benhoff

Air Safety Investigator

National Transportation Safety Board

Cell: [REDACTED]

Email: [REDACTED]

From: David Harrington [REDACTED]
Sent: Thursday, March 23, 2017 8:08 PM
To: Benhoff Kathryn [REDACTED]
Cc: Bill Lyon <[REDACTED]>
Subject: Re: N109FH Additional Questions

Kate - I hope the answers to your questions below are satisfactory. Let me know you've received the several attachments.

-dave

- During your preflight...
- Were you following a specific checklist? If so, could you please provide me a copy?

Yes. A copy of the PoH is always in the airplane and I've attached the three relevant preflight pages as screenshots. The aircraft also came with a separate "short" checklist that is also in the aircraft (attached as the file grob109b-checklists.pdf)

- Did you notice anything abnormal with the glider before departing? Specifically with the flight control surfaces?

I did not notice any abnormalities on the ground, or in the first ~30 minutes of

flight. As noted in my statement, I specifically checked the control functionality several times during pre-flight. I moved the control surfaces by hand on the ground during preflight. The rudder (and all other surfaces) were also articulated before the first engine start to verify "free and correct movement". I also re-verified freedom of movement during an extended taxi to "exercise the brakes" per the recommendation of our A&P. I did not feel anything unusual.

- What was the total time (Hobbs and tach) on the aircraft after the accident?

I believe the Hobbs is around 28.7. The FAA currently is in possession of my logs and I do not have the most current entry. This aircraft does not have a tach.

- How regularly is the glider maintained? When was the last time it was inspected (for any reason)?

The FAA currently is in possession of the aircraft maintenance logs. The last formal inspection noted in the aircraft logbook was a very large "lifetime extension inspection" in May of 2016. The glider is maintained by our local A&P / IA Robert Seladis. During this inspection, the A&P / IA did several items including inspection and balance of the rudder along with several other engine and airframe corrosion inspections. I've attached a picture of the logbooks (currently in FAA possession). February 12th 2017 was the last time the aircraft flew. Robert was also at the airfield that day helping me clean and lubricate the aircraft as well as inspect a small amount of rust on the new brake discs. Specifically, on February 12th, I washed the aircraft with Roberts assistance, lubricated the control surfaces and discussed some upcoming fiberglass cosmetic work we scheduled with Robert (Nominally performed this week but pre-paid in August).

- Is this glider ever used "for hire"?

The glider has not been used "for hire" since December of 2013. All flights in 2014 to present were personal. From 2008 to 2013, we leased the aircraft to Acroflight International and Steve Lowery was the operator as part of his business. This arrangement ended in December 2013.

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