

Joshua Cawthra

From: Michael Steiger [REDACTED]
Sent: Thursday, February 9, 2023 6:51 AM
To: Cawthra Joshua
Subject: Race 29 Reno
Attachments: Video.MOV

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Joshua,

[REDACTED]

Thanks for the email on getting me up to speed. Lots have happened and I need your attention.

I was asked to present Racing Jets Synopsis on the accident excluding all NTSB unpublished information. This “debrief” was held at ICAS on 13 Dec 22 in Las Vegas. RARA and a department head of the FAA was in attendance. The briefing was asking two questions to the Jet Class.

1. What does the class think caused Race 29s accident?
2. What will the Jet Class do to prevent this in the future?

My briefing is available to you if requested but I know you need to conduct a separate investigation for reasons previously disclosed to me.

GLOC is the probable cause as we know but how the pilot/plane got there is your task.

I read the preliminary NTSB report and referenced it during my briefing and did not add to the information published. I did discover what I call a “smoking gun”. I hope you look into. Actually from your last email, I believe you are. I have pictures and a clip I have almost prove my theory and add something interesting.

I have 2 pics and a clip I am sending to you.

#1 is race 55. It’s a stock L-29. The picture was taken 16 October 22.

#2 is race 29 a milli second prior to impact you took from a video and used in the Preliminary report.

The clip is a 1/2 speed video of the “event” I call the smiling gun.

I will attach these at the end of my letter.

The clip is at 1/2 speed. It showed race 29 roll hard right to the outside of the course. Then the plane reversed and came hard left. The plane in its left pull to “get back on course” changes heading of approximately 90degrees in 4 seconds... that’s at half speed. So at normal speed the plane changes approximately 90degrees in 2 seconds! The planes approximate speed at the time of the left turn I would guesstimate would be between 420 to 450 mph. I am figuring his right pull scrubbed 20 -30 mph off.

Joshua, I flew the most maneuverable fighter in the US armed services today and that plane cannot change course 90 degrees in 2 seconds at 9 Gs. The numbers are classified but I can say approximately 30degrees of heading change at 400 mph is a challenge for all 5th generation fighters at corner velocity.

Let’s start with race 29 (photo 3). The clip you took of the plane just before impact clearly shows the entire upper wing at the perfect angle. Clearly everyone can see the quilting of the top wing (every rib shows up). If you look close you can see quilting on the horizontal stab too. That plane is at one G or less. My estimate is .5 gs the wing

and tail have been permanently displaced due to unusually high G forces in the positive. I see this in pictures approaching 6 Gs looking out the canopy and by race pictures taken from the ground.

The other pictures (pic 1) of Race 55 show the wing and tail at optimum sun angle at 1 G level flight at 250KIAS. I personally flew both planes before and achieved over 6 Gs in each of them. The wing shows no quilting, no bump and is perfectly smooth. Race 29s wing should not look that way at less than 1G.

My figures are estimates with reference to time and speed plus my video is not confirmed at 1/2 speed but I did time it at real time when reviewing the video.

Race 29 appears to have had 12+ Gs. A g force and rate no one could endure despite the best g suit and conditioning.

In summation, the g onset rate was beyond the capabilities of a human.

I hope this helps.

Michael Steiger.





Sent from my iPad