
Re: CJ Manuals

From Mike Carter <[REDACTED]>

Date Fri 11/7/2025 5:45 AM

To Stephen Stein <[REDACTED]>

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That wording is good. Yes, you can make this public.

Mike

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From: Stephen Stein <[REDACTED]>

Sent: Friday, November 7, 2025 6:35:14 AM

To: Mike Carter <[REDACTED]>

Subject: Re: CJ Manuals

Hi Mike - I'll need to capture your addition to the party member factual about not prohibiting other formation maneuvers as long as they are briefed in a statement from you that can be made public.

Here is what I have...is this acceptable to you and can I make please this email string public except for any personally identifiable information of course?

According to the association, the RPA formation manual and 14 Code of Federal Regulations Part 91.11 do not prohibit other formation maneuvers as long as they are thoroughly briefed by the participating pilots.

From: Mike Carter <[REDACTED]>

Sent: Thursday, July 10, 2025 12:49 PM

To: Stephen Stein <[REDACTED]>

Subject: Re: CJ Manuals

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Correct in that it's not a standard breakup maneuver. Not an issue if briefed and flown correctly, but something in the execution went wrong.

It is not a standard FAST maneuver.

Mike

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From: Stephen Stein <[REDACTED]>
Sent: Thursday, July 10, 2025 11:31:21 AM
To: Mike Carter <[REDACTED]>
Subject: RE: CJ Manuals

That's interesting, so this isn't something they would have learned via Red Star.

Thanks

From: Mike Carter <[REDACTED]>
Sent: Thursday, July 10, 2025 10:55 AM
To: Stephen Stein <[REDACTED]>
Subject: Re: CJ Manuals

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,
I was getting ready to contact you about the status of the investigation.

To answer your question, the maneuver that the accident pilot did as it was described to me was over the lead, so it is not a maneuver covered in our manual. A standard cross under would have worked, but I do not believe that was the maneuver that he attempted. So in short, he performed a maneuver that was not covered in the formation manual. In military fighter formations, it would be closer to what we called a "vertical reposition". This is not something we teach in FAST formation training.

Let me know if you have more questions, and I look forward to seeing the final report.

Mike

Mike "Beav" Carter
President
Red Star Pilots Association
"Serious Fun!"
[REDACTED]



From: Stephen Stein <[REDACTED]>
Date: Thursday, July 10, 2025 at 08:58
To: Mike Carter <[REDACTED]>
Subject: RE: CJ Manuals

Hi Mike,

I hope this email finds you well.

I'm working on the final report for Adams' accident and had a quick question for you...

I know we talked about it, but what maneuver would this be considered in the formation manual? Cross-under?

Thanks,

Stephen

From: Mike Carter <[REDACTED]>
Sent: Tuesday, October 8, 2024 10:21 PM
To: Stephen Stein <[REDACTED]>
Subject: CJ Manuals

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

I've sent you on the link the CJ-6 Pilot's Manual and two Maintenance Manuals on the secure link because they were large. These should give you a basic idea of the systems and controls. Many of us have modified the aircraft, as did Ryder Adams, but mostly in instrumentation and avionics/radios. We also use the Russian M-14P engine in place of the original Chinese HS-6, but the operation is very similar. Again, Ryder's plane is only a couple of serial numbers away from mine, so the actual aircraft systems should be identical to mine.

Let me know if you have questions and whatever else you need.

Mike

Mike "Beav" Carter
President
Red Star Pilots Association
"Serious Fun!"
[REDACTED]



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