

Aguilera Jason

From: LARRY RHOADS [REDACTED] >
Sent: Wednesday, May 27, 2020 10:33 PM
To: Aguilera Jason
Subject: RE: NTSB FORM 6120

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Hello Mr. Aguilera;

I have provided answers to your questions below each question:

On May 27, 2020 at 4:14 PM Aguilera Jason [REDACTED] > wrote:

Larry,

Thank you for the 6120. Any thoughts as to what started the left roll? Have you had a chance to go back through the airframe and see if there was anything that stood out? [Yes I found on inspection that the lower right wing had a 1/2" greater angle of attack than the lower left wing due to a construction error on my part. This will be corrected during the repairs to the left wing.](#)

Also, how much tailwheel time do you have?

[C117D \(DC-3S\) 344 hrs](#)
[Citabria 15 hrs](#)
[RV7 6 hrs](#)
[Champ 7AC 3 hrs](#)

Jason Aguilera

Senior Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

ntsb.gov

From: LARRY RHOADS [REDACTED]
Sent: Friday, May 22, 2020 12:23 AM
To: Aguilera Jason [REDACTED]
Subject: Re: NTSB FORM 6120

[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.

Hello Mr. Aguilera;

The attached pdf is the completed NTSB Incident report for N41LR. I have answered your questions in the body of the message.

Larry Rhoads

On May 20, 2020 at 3:11 PM Aguilera Jason [REDACTED] wrote:

Larry,

I will be the investigator-in-charge of your accident with the Sopwith Baby. Attached is the NTSB Form 6120. Please fill it out and return it back to me.

I have received some photos and the video.

Did you perform any high-speed taxi? (Yes I completed four tests.)

What is the planned full deflection of the ailerons in the build? (30 degrees in both directions.) Was this value checked? (Yes) The deflexion of the ailerons was checked against the plans and met or exceed the specifications.

During the takeoff, did you make large control inputs to the ailerons? I didn't see much movement in the ailerons in the accident video. (I did make a large deflexion to lower the right wing which did not effect the wing position. At this point I pulled power to abort the takeoff. I failed to correct the swerve to the right which resulted in the failure of the left wheel axle and the prop strike.)

Jason Aguilera

Senior Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

ntsb.gov

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