

Lindberg Joshua

From: Good, Thomas R (FAA) [REDACTED]
Sent: Friday, May 15, 2020 11:46 AM
To: Lindberg Joshua
Subject: Inspection of N3670P

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Josh

From our inspection of N3670P a Piper Super Cub. We traced all control cables including trim tab and were able to confirm continuity. We could not find any mechanical reason for a strong right rolling moment.

Lucky from Air Salvage of Dallas was on site that day and reviewed the marring on the right aileron cable and thought that it was from the impact sequence and the cable rubbing on a nearby aluminum support piece.

With this in mind I reviewed the weather data from 2 hours before to 2 hours after the accident. While on scene I estimated the departure heading from the tire tracts to be roughly 310. The winds reported by the Bowie municipal airport were in line with the runway, plus or minus 30 degrees, with the strongest gust factor being 7 knots.

Gerald Dotson (FAA A/W inspector) will be providing a written report of what he saw during our inspection early next week.

Let me know if you need anything else from me.

Thomas Good
Aviation Safety Inspector – SW-19
8700 Freeport Pkwy Suite 225



Lindberg Joshua

From: Dotson, Gerald A (FAA) <[REDACTED]>
Sent: Wednesday, June 10, 2020 3:07 PM
To: Lindberg Joshua
Cc: Good, Thomas R (FAA)
Subject: Assessment of N3670P

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Inspector Lindberg

The assessment of N3670P after the accident.

My Assessment was conducted on 20 April 2020 at 1500. The aircraft was still located at the accident site. But, was moved from the actual accident site to a location off the t-post.

1. The aircraft landing gear and struts has collapsed from impact. This could have happen from impact to the hangar or the t-post that the aircraft came to a rest on. Due to the condition and placement of the aircraft Inspector Good and myself could not visual inspect all flight controls and cable at that time. We open up several places on the wings to see if all control cables were intact. All cables that were visible where check by tension to determine they were still intact. We found one control that was frayed connected to the right hand aileron . The Spar was damaged so we could not determine the extent of damage to components attached to the spar. We investigated the cable run as far as we could due to placement of the aircraft. Further inspection was required. The aircraft was moved to Air Savage of Dallas (Lancaster).
2. The aircraft was positioned on a jack stand at Air Savage of Dallas for inspection. The aircraft was leveled, which allowed access to all compartment of the aircraft. Inspector Good, myself and Lucky looked at the aircraft upon arrival. Lucky did not participate in the complete teardown. We continued check all flight controls and cables:
 - All pulley were intact (except several that hit during impact to hangar or t-post)
 - Pulley guards were intact (one cable had moved pass the guard, could have happened during the move or impact)
 - Control Stick cabling (checked)
 - Control Cable Link (checked)
 - Flap Cable (checked)
 - Control cable at the "V" in the fuselage intact (could not determine tension due to damage on wing)
 - Elevator Control System cabling (checked)
 - Stablizer Control System cabling (checked)
 - Cabling from left o/b wing and strut to right strut and o/b wing (checked)
 - Rudder Cabling System (checked)

The aircraft sustained sever damage, but after inspecting the aircraft at Air Savage of Dallas, the flight controls were all intact before impact. No other damage was visible to determine any other system might be a leading cause.

Please advise if you have any other questions.

V/r,

Gerald A. Dotson

ASI/PMI (Airworthiness)

North Texas Flight Standards District Office, SW19

8700 Freeport Pkwy, Suite 225



"If everyone is thinking alike, somebody isn't thinking" – General George S. Patton Jr.