



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 07/01/2022**

**Person Contacted: Lieutenant Colonel Ryan Chute, Commander – 306<sup>th</sup>**  
**Operations Support Squadron, United States Air Force**  
**NTSB Case Number: CEN22LA297**

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### **Narrative:**

The following is a synopsis of the information provided by Lieutenant Colonel Ryan Chute to the NTSB investigator-in-charge, via a telephone conversation.

- Lieutenant Colonel Chute notified the NTSB of the accident with N469AK (CubCrafters CC18-180 airplane equipped with a Lycoming O-360-C1G engine) and with the accident pilot, Aaron Lade, on 07/01/2022.
- The accident airplane, N469AK, is part of the U.S. Air Force Academy (USAFA) glider flight training program. The program trains USAFA cadets on glider flight operations.
- The glider flight training program is based at the U.S. Air Force Academy Airfield (AFF).
- The 306<sup>th</sup> Operations Support Squadron provides support for the USAFA glider flight training program, and it also manages AFF operations. Lieutenant Colonel Chute is the commander of the 306<sup>th</sup> Operations Support Squadron and he has a military pilot and civilian pilot background.
- N469AK is owned, operated, and maintained by Akima Logistics Services LLC.
- Akima Logistics Services LLC is a government contractor that provides support for the USAFA glider flight training program. Akima Logistics Services LLC provides several other owned and operated airplanes for the USAFA glider flight training program.
- Akima Logistics Services LLC provides civilian pilots to operate the airplanes, that provide the towing support for the gliders.
- The pilot is employed by Akima Logistics Services LLC.
- The pilot conducted a successful glider tow operation, the glider was released from the tow line without incident, and the airplane was returning to land at AFF. The pilot was the sole occupant in the airplane.
- It appears the pilot had a loss of control during the landing to runway 16R at AFF. The airplane departed the runway and came to rest inverted on a grass field.
- Paramedics responded to the accident site to provide medical treatment to the pilot. The paramedics smelled alcohol on the pilot's breath in the ambulance. The pilot made an admission to the paramedics that, "he stopped drinking around 5:00am" while they were treating him. The pilot was transported to the Penrose Hospital (Centura Health) in Colorado Springs, Colorado, for further

medical treatment. The paramedics notified the hospital personnel about their observations of the pilot.

- The weather data was checked for the accident time, and nothing concerning was noticed with the weather data.
- The pilot sustained a head impact and head lacerations from the accident sequence. The pilot was not wearing an airplane flight helmet.

\*\*\*\* Nothing Follows \*\*\*\*

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [EXTERNAL] CEN22LA297 (N469AK) - Additional Questions  
**Date:** Thursday, July 7, 2022 9:00:54 AM  
**Attachments:** [image001.png](#)

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Hello Mike,

1. Aircraft accident time was at 1225 local, verified this with USAFA ATC & airfield ops.
2. Airframe time since last inspection was 59.2 hours.

Very Respectfully,



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**From:** Hodges Michael [REDACTED]  
**Sent:** Wednesday, July 6, 2022 4:08 PM  
**To:** Sanders, Tracy [REDACTED]; Boden, Matthew [REDACTED]  
[REDACTED]; James, Raymond [REDACTED]  
**Cc:** [REDACTED]; [REDACTED]; [REDACTED]  
**Subject:** [EXTERNAL] CEN22LA297 (N469AK) - Additional Questions

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Good afternoon gentlemen,

I have two additional questions please:

1. What is the accident time? It was initially reported to the NTSB Response Operations Center by LTC Chute that the accident occurred at 1155 mountain time on 07/01/2022. The NTSB Form 6120.1 that was submitted by Akima states that the accident happened at 1225 mountain time on 07/01/2022. Please confirm the accident time.
2. What is the airframe time since the last inspection (in hours)?

Thank you again.

Mike

Mike J. Hodges, MS, CHP

Air Safety Investigator  
National Transportation Safety Board

4760 Oakland Street, Suite 500  
Denver, Colorado 80239-2793  
United States of America

Cellular/SMS: [REDACTED]

Facsimile: [REDACTED]

Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Mountain Time

“Don’t let yesterday use up too much of today.” – Will Rogers

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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: [EXTERNAL] CEN22LA297 (N469AK): NTSB Form 6120.1 Pilot/Operator Aircraft Accident Report  
**Date:** Wednesday, July 6, 2022 12:46:13 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image002.png](#)  
[Lade Training Record.pdf](#)  
[Logbooks.pdf](#)  
[2022-07-01 - 1825Z - Weather Data for Tow Plane Incident.pdf](#)

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Mike,

Attached you will find your request to questions 1 & 2.

As for the risk assessment form, tow pilots at USAFA do not fill out a daily risk assessment form. They receive a daily safety brief from the Lead tow pilot that discusses PIREPS, expected WX, and any anomalies during their shift, i.e. aircraft flyover, NOTAMS, TFR's etc.

Standing by on aircraft release. As you are aware, we met with the FAA Inspectors this morning. We asked about having the EDM 900 downloaded for your records. Would you like us to perform the download or standby for aircraft release?

I have also included the weather snapshot for the day taken from the 306<sup>th</sup> WX shop at USAFA. The FAA had not seen this so I assume you may have not either.

Very Respectfully,



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**From:** Hodges Michael [REDACTED]  
**Sent:** Wednesday, July 6, 2022 9:01 AM  
**To:** Sanders, Tracy [REDACTED]  
**Cc:** James, Raymond [REDACTED]; Boden, Matthew [REDACTED]  
**Subject:** RE: [EXTERNAL] CEN22LA297 (N469AK): NTSB Form 6120.1 Pilot/Operator Aircraft Accident Report

Hi Tracy,

Thank you so much for the form.

When able, can I also please request:

1. Copies of the pilot's company training records.
2. Copies of the most recent inspection work (via the logbooks) for the airframe, the engine, and the propeller.
3. Copy of the risk assessment form completed for the flight that day.

I have a meeting with management later today on this case – I should have a response back to you about the status of releasing the airplane back to you. Please standby on that.

Thank you.

Mike

Mike J. Hodges, MS, CHP  
Air Safety Investigator  
National Transportation Safety Board

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**From:** Sanders, Tracy [REDACTED]  
**Sent:** Wednesday, July 6, 2022 6:57 AM  
**To:** Hodges Michael [REDACTED]  
**Cc:** James, Raymond [REDACTED]; Boden, Matthew  
[REDACTED]  
**Subject:** RE: [EXTERNAL] CEN22LA297 (N469AK): NTSB Form 6120.1 Pilot/Operator Aircraft Accident Report

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Hello Michael,

Please see the completed 6120.1 for this accident. We could not get the electronic signature to work, so Pilot wet signed the document as captured in the attached .jpg. Complete file was scanned in as recommended below. Please let us know if you require further information.

Respectfully,

**Tracy Sanders** | Quality and Logistics Manager

ALS | [REDACTED] USAFA, CO 80840

Office: [REDACTED] | Cell: [REDACTED] | [REDACTED]

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**From:** Hodges Michael [REDACTED]

**Sent:** Friday, July 1, 2022 4:29 PM

**To:** Sanders, Tracy [REDACTED]

**Subject:** [EXTERNAL] CEN22LA297 (N469AK): NTSB Form 6120.1 Pilot/Operator Aircraft Accident Report

**Importance:** High

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Good afternoon Tracy,

I hope you are doing well. Thanks for your time on the phone before.

The National Transportation Safety Board (NTSB), Central Regional Office, is investigating the below referenced accident. Title VII of the Federal Aviation Act, 1958, and the Independent Safety Board Act, 1975, requires the NTSB to investigate all civil accidents, certain incidents, and certain public aircraft accidents to determine the probable cause.

Location:	Colorado Springs, Colorado
Date:	07/01/2022
Aircraft:	Airplane, N469AK
NTSB Case Number:	CEN22LA297

The NTSB rules pertaining to the notification and reporting of aircraft accidents, Title 49 CFR Part 830, require the operator and/or pilot of an aircraft involved in an accident, or certain incidents, to file a report on NTSB Form 6120.1, and furnish other information as may be required, after an accident.

Preliminary investigation of this accident has determined that you are the pilot and/or operator of the subject aircraft. Accordingly, below is the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1 for your completion. Instructions for completing the 6120.1 form are contained on page 1. **The completed 6120.1 form can be scanned and returned via email to me. Please do not physically mail in the form to the NTSB.**

Form location: [https://www.nts.gov/Documents/6120\\_1web\\_Reader.pdf](https://www.nts.gov/Documents/6120_1web_Reader.pdf) (please do not submit an older version of this form, only submit the current version)

Email address to return the completed form: [REDACTED]

**Please be as detailed as possible when filling out the form.**

Some of the areas on the form involve maintenance-related times, dates, and serial numbers; as you may need to refer to the airframe, engine, and propeller maintenance records.

If you have any suggestions on how the accident could have been prevented (or preventing similar types of accidents in the future), please include your suggestions in the form.

Should you have any questions regarding the material requested, or experience any difficulty in completing the form, please contact me. Please reply to this email to let me know you received it.

Thank you for the help. Have a great weekend.

Mike

Mike J. Hodges, MS, CHP  
Air Safety Investigator  
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"We always need to prepare ourselves for handling the unexpected." – Neil A. Armstrong  
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