WIDENER BANKING COMMISSION

BANK EXAMINATION SYNOPSIS

Bank Examined:	First National Bank of Wingert Grove
Location:	Wingert Grove, WD
Examiner:	Tracy LeDuc
Date:	January 3, 2018
Type of Examination:	Standard

SUMMARY OF ACTIVITIES

This was a standard banking examination conducted during fall 2017. The examiner met with the bank president, Gary Robinson, on several occasions. The president was cooperative and provided the examiner with all requested materials. As part of the examination, three loan files were selected and reviewed. A synopsis of each file follows.

FILE #1:	eBid, Inc.
AMT.:	$145,000
DATE:	3/9/2016
COLLATERAL:	Stock in debtor corporation
FINDINGS:	Sound loan to small but rapidly growing business with strong capitalization and excellent cash flow; bank president explained moderate cash flow impingement as being related to effort to rapidly expand eBid to compete with existing internet auction sites.

FILE #2:	Big Loan Specialties
AMT.:	$790,000
DATE:	7/15/2017
COLLATERAL:	Second lien positions on residential properties
FINDINGS:	Sound loan to secondary market lender specializing in loans for residential property, primarily to borrowers who lack liquidity for "normal" down payments; bank president explained that loan was to

bridge cash flow issues relating to cash intensive “subprime” lending practices of Big Loan Specialties, which he indicated would be highly favored in the future.

FILE #3:	Hostess Corporation
AMT.:	$2,000,000
DATE:	9/13/2015
COLLATERAL:	Accounts Receivable
FINDINGS:	Sound loan to national maker of snack foods, recently out of bankruptcy. Bank president indicated that new bankruptcy filing is likely, but that loan should be paid during restructuring. Market for snack foods seems strong.

I examined the balance sheets for all accounts, which seemed normal. Operational accounts are adequately funded.

Date: 1/03/2018 Tracy LeDuc

Dear Gary,

As you can imagine, I was devastated by our conversation last week. I don't know how or why your priorities are set, but I feel that you've made a big mistake. Of course, I can't just let this go, and I'll need to take action to make things right. You should take whatever steps you think are necessary.

Tracy

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORT

SYNOPSIS

At approximately 9:00 p.m. EST on January 15, 2018, a Sopwith Aircraft Company Twin 7 aircraft bearing Tail Number GR1967 crashed on takeoff at the airport at Gedidtown, Widener. The aircraft was not under control of any approach control tower, the airport being private and remote. The aircraft was piloted by Gary Robinson of Fruthville, Widener. NTSB Investigator Douglass Farnsley went to the scene of this accidental crash on January 16, 2018, arriving at 9:41 a.m. EST. He found the aircraft 50 feet off of the right side of the Runway 23, in a nose down attitude. The aircraft was extensively damaged by the fire that resulted from the crash, and little could be ascertained from a close examination of the engines or the cockpit area. It appeared that some of the controls had become dislodged or modified as a result of the crash.

The investigator examined the engines and propellers, which were slanted straight down into the dirt at the accident sight. The propeller on the right hand engine was folded straight back against the cowling of the engine, with no twisting or corkscrewing to indicate any kind of power on impact. The left propeller was twisted and corkscrewed, indicating the engine was under full power when it hit the ground. A photograph of that propeller, taken by NTSB personnel after the propeller was detached from the aircraft and taken to the NTSB regional office in Nelson, DC, is attached to this report. No cause was determined for the apparent failure of the right engine. Sopwith Aircraft Company representative Dusty Rhoades was present at the site of the crash, but said he had no opinions about the aircraft or the crash.

The aircraft had recently been serviced by Rufus Pennington, the renowned aircraft designer and mechanic. According to Pennington, his service of the aircraft included replacement of certain hoses on the right engine, and testing of the auxiliary fuel pumps on both engines.

DETERMINATIONS

The National Transportation Safety Board determines that the probable cause of the accident is engine failure of an undetermined cause, with pilot error being a contributing cause. Mr. Robinson should have immediately cut the power to the left engine when the right engine failed, which would have reduced the left engine torque that twisted the plane onto its back.

Date: 4/25/2018

Douglass Farnsley
Douglass Farnsley, Inspector

SOPWITH AIRCRAFT COMPANY

Service Bulletin # 438762497394-A [Draft #1]

Date: 12-2-2017

Affected Aircraft: All Twin Series Sopwith Aircraft

Sopwith is issuing this urgent Service Bulletin for the immediate recall and removal of the automatic auxiliary fuel pump switching mechanism on all Sopwith Twin Series aircraft utilizing such switch. A number of fatal crashes have been attributed to failure of the automatic auxiliary fuel pump switch during takeoff, causing the auxiliary fuel pump to switch to the on position at the same time the engine driven fuel pump is providing fuel to the engine in question. This results in immediate flooding of the engine, which results in a total failure of the power plant. This failure of the power plant on takeoff may result in the aircraft immediately flipping on to its back due to the excessive torque of the remaining engine, which is no longer balanced by the failed engine. Although pilots should immediately counteract this out of balance torque situation by cutting power to the remaining engine, a failure or inability to do so promptly will result in the aircraft turning onto its back and crashing nose down.

Owners are advised to immediately contact a qualified aircraft mechanic to remove the automatic auxiliary fuel pump switches, leaving only the existing manual switches for the auxiliary pumps. A pilot should not fly the aircraft to the location of a mechanic, but should engage the services of a mechanic to come to the aircraft where it is currently parked.

Cleveland S. Sopwith

Cleveland S. Sopwith

SOPWITH AIRCRAFT COMPANY

Service Bulletin # 438762497394-A

Date: 1-22-2018

Affected Aircraft: All Twin Series Sopwith Aircraft

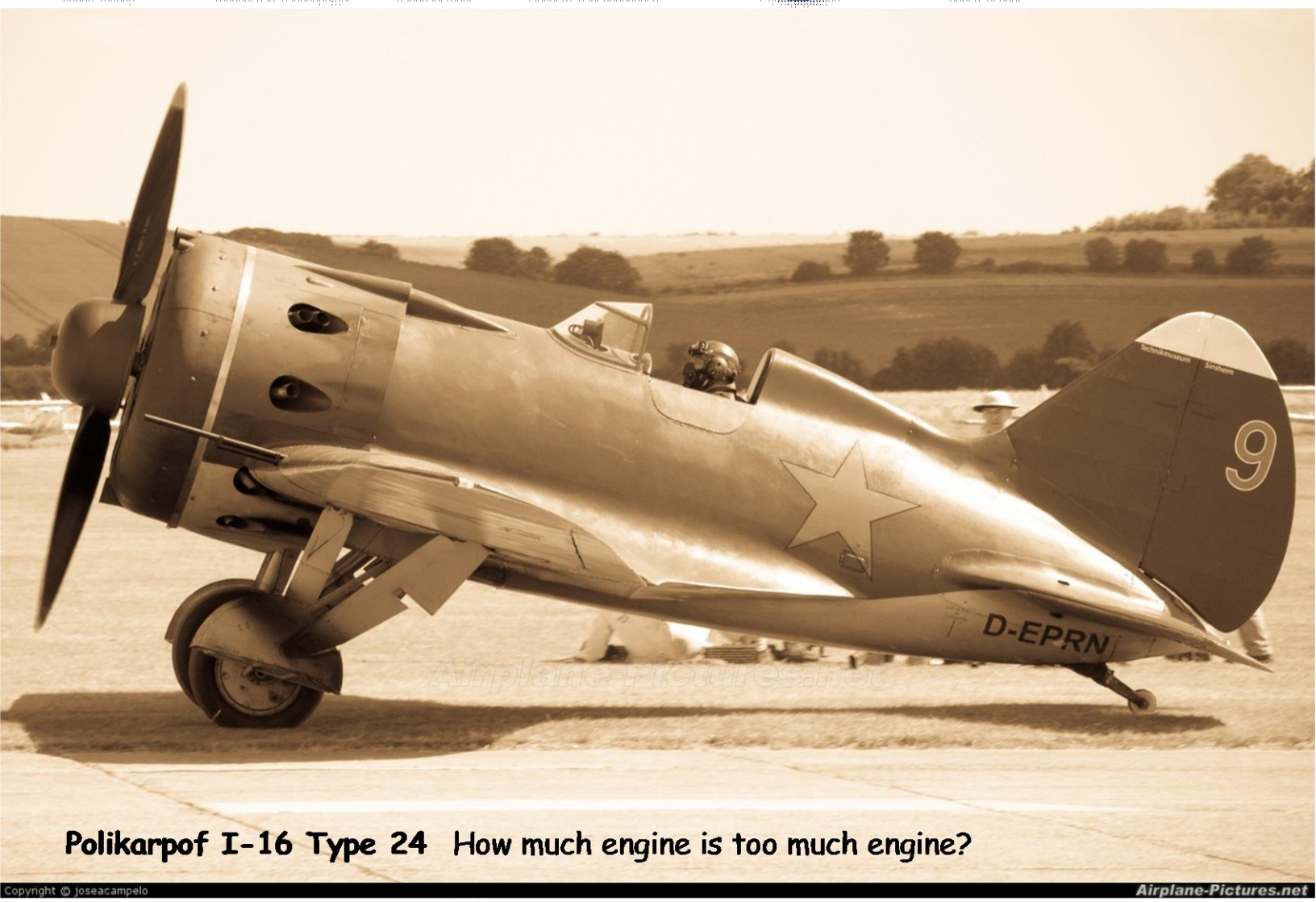
Sopwith is issuing this Service Bulletin as an advisory for Twin Series Aircraft that utilize automatic auxiliary fuel pump switching systems. This service bulletin is based on reports theorizing that the automatic auxiliary fuel pump switch may fail while the aircraft is operating such that the auxiliary fuel pump is inadvertently switched to the on position at the same time the engine driven fuel pump is providing a full load of fuel to the engine. Should this condition theoretically occur, in a worst case scenario, the engine affected might receive an overcharge of fuel, causing a diminution or cessation of performance with respect to that particular power plant. Should this occur, aircraft stability might, in some instances, become affected if proper pilot response is not promptly provided. If this condition occurs on takeoff, a diminution of performance of one engine could exacerbate the effects of torque from the remaining engine in the event of pilot error in failing to promptly correct the problem.

Owners are advised to take affected aircraft to a certified aircraft mechanic for removal of the automatic auxiliary fuel pump switch. After removal, the auxiliary fuel pumps will be controlled only by the existing manual switches.

Cleveland S. Sopwith

Cleveland S. Sopwith

FLYBOY



Polikarpof I-16 Type 24 How much engine is too much engine?

Trouble at Sopwith?

Rumors of Auxiliary Fuel Pump Failure Put Stock Into Nosedive

p. 138

Become a Better Pilot

Advanced Flight Training at Capital City Airport

p. 43

June 2017

Rufus Pennington
15 Airport Way
Wingert Grove, Widener
17110
RufPenn@wumail.com

Employment History

Chief Master Sergeant

1976 – 1982 US Air Force

- Serviced, maintained, and repaired single and multi-engine aircraft engines and airframes on fixed-wing and/or rotary wing aircraft.
- Repaired, replaced, and assembled parts, such as wings, fuselage, tail assembly, landing gear, control cables, and propeller assembly, using tools, such as power shears, sheet metal breaker, arc and acetylene welding equipment, rivet gun, and air or electric drills to rebuild or replace airframe or its components.
- Consulted manufacturers' manuals for specifications and to determine feasibility of repair or replacement according to malfunction.
- Inspected turbine blades to detect cracks or breaks.
- Tested engine operation, using testing equipment, such as ignition analyzer compression checks, distributor timer, and ohmmeter, to locate source of malfunction.
- Replaced or repaired worn or damaged components, such as carburetors, superchargers, and magnetos, using hand tools, gauges and testing equipment.
- Adjusted and repaired electrical wiring system and aircraft accessories and instruments.
- Inspected, serviced, and repaired pneumatic and hydraulic systems.
- Assisted in training less skilled Aircraft Mechanics in the repair and maintenance of airframes and engines.
- Started and operated engines to detect malfunctions; made adjustments while engine was running.
- Entered notations in aircraft engine and airframe logbooks.
- Maintained tools and other repair equipment.
- Perform related work as assigned.

Aircraft Design Engineer

1986 – 1992 Culpepper Aviation, Appleton, Wisconsin

- Responsible for designing components and complete aircraft. Chief Designer of the C292, winner of Aircraft of the Year award, 1989.
- Culpepper Aviation President’s Award, Most Valuable Employee, 1990.

Aeronautical Engineer

1992 – 2012 Boeing Aircraft, Seattle, Washington

- Primary oversight for design of commercial aircraft
- Worked on hybrid compression and lift systems, repaired turbines, and monitored the flap manufacturing.
- Design and oversight of assembly and maintenance procedures.
- Strong communication and initiative taking ability for solving problems and leading teams.

Small Aircraft Mechanic
2012 – Present Self-Employed

Education

1982 – 1986 Widener University, Chester, PA
B.S. Engineering
Magna Cum Laude

1992 – 1996 Stanford University, Stanford, CA
Ph.D. Aeronautical Engineering
Thesis: Transverse Stresses in Laminated Composite Structures with Varying Curvature

Publications

Computational Modeling and Experimental Microwave Processing of Non-linear Wing Surfaces, 1991, Journal of Aerospace Engineering

Beautiful Vibrations - Understand Phonons for Heat Transfer, 1996, Journal of Aerospace and Aeronautical Engineering

Changes in Wing Lift Characteristics During Ascent in Particulate-laden Environments, 2003, Aircraft Engineers Review

DUSTIN RHOADES

1313 LONELY ST., LEESBURG, WIDENER 17110, 717-555-5252, DRHOADES@SOPWITH.COM

EXPERIENCE

2007 TO PRESENT | SOPWITH AIRCRAFT CORP. | FRUTHVILLE, WD

ENGINEER

- DESIGN AIRCRAFT COMPONENTS

EDUCATION

1999 – 2003 | Widener University | Chester, PA

BS Mechanical Engineering

- Dean's list, all semesters
- Magna Cum Laude

2003 – 2005 | Penn State University | State College, PA

MS Aerospace Engineering

2005 – 2007 | University of Michigan | Ann Arbor, MI

PhD Aerospace Engineering

- Thesis: *Hygrothermoelastic Postbuckling Response of Laminated Composite Plates*

PUBLICATIONS

Dynamic Fluid Structure Coupling Method of Flexible Flapping Wing, Journal Of Aerospace Engineering, July 2017

Optimization Based Alignment for Inertial Navigation Systems: Theory and Algorithm, Aerospace Science and Technology, April 2016

SPEECHES AND LECTURES

Application of Single Unit Impact Dampers to Reduce Undesired Vibration of the 3R Robot Arms, Presentation to the Missouri Society of Aerospace Engineers, October, 2015

Design of a Sliding Mode Control for Wing Rock Suppression in Highly-Swept Wing Aircraft, Presentation to the Convention of the Aerospace Department Chairs Association, April, 2017

REFERENCES

Available on Request