

Statement of Kenneth Sorenson regarding the use of Pawnee PA-25s for glider towing

I am a director of the Soaring Society of America, an active soaring pilot and flight instructor, and a member of the committee assigned responsibility to develop SSA's response to the notice of proposed FAA Airworthiness Directive applicable to Piper Pawnee PA-25 aircraft.

As part of my responsibility as a member of the committee I communicated with SSA clubs and other organizations and individuals who I believe operate Piper Pawnees. I also reviewed the FAA on-line registry for PA-25 aircraft. From these sources I determine the following:

A review of the FAA registry for PA-25 aircraft, together with a survey of soaring operations in the US, including clubs, commercial operations, and private owners, provide the following information, which I believe to be accurate to the best of my knowledge.

- 121 organizations and individuals responded to the survey, out of a possible 135 organizations and individuals likely to operate Pawnees for glider towing. The surveyed organizations and individuals represented all SSA member organizations as well as some non-SSA member organizations that conduct active glider operations.
- 143 Pawnee PA-25 airplanes are used exclusively for glider towing.
- 97 organizations are operating at least one Pawnee PA-25 airplane for glider towing.
- 71 organizations rely solely on the Pawnee PA-25 for their glider towing.
- 51 organizations rely solely on a single PA-25 for their glider towing.
- 15 of the organizations reporting are small commercial operations (mostly for glider training), operating 33 Pawnees total. Many of the commercial operations operate more than one Pawnee. 12 have only Pawnees.
- 5 of the reports are from private owners.



Kenneth Sorenson

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