

GULF COAST AIRCRAFT, INC
[REDACTED]
MOBILE, AL. 36615

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GULF COAST AIRCRAFT, INC.

February 17, 2010

TERRY CARR
FAA

THIS IS A STATEMENT CONCERNING PIPER PA 31T, SERIAL#7820050, N250TT.

GULF COAST AIRCRAFT PERFORMED AN EVENT#1 INSPECTION, SIGNED OFF ON THIS INSPECTION AND THE AIRCRAFT DEPARTED OUR FACILITY ON 2/2/2010. THE PILOT, TOMMY SHELTON CALLED BACK ON 2/8/2010 TO QUESTION A PRESSURIZATION PROBLEM AND THEN RETURNED TO OUR FACILITY FOR US TO CHECK THE PRESSURIZATION. UPON ARRIVAL WE REPAIRED A TEAR IN THE DOOR SEAL AND FOLLOWED UP WITH A TEST FLIGHT WHERE WE FOUND PRESSURIZATION SATISFACTORY. TOMMY SHELTON DEPARTED OUR FACILITY TO RETURN TO HOME BASE IN GULF SHORES, AL. I CALLED TOMMY SHELTON ON 2/9/2010 TO MAKE SURE THAT HE DID NOT HAVE ANY PRESSURIZATION PROBLEMS. HE ASSURED ME THE PRESSURIZATION PROBLEM WAS FINE BUT HE WAS HAVING A PROBLEM WITH THE RUDDER. HIS DESCRIPTION WAS THAT OF THE RUDDER OSCILLATING BACK AND FORTH TO THE POINT WHERE HE HAD TO KICK OFF THE AUTO PILOT IN ORDER TO MAKE THE RUDDER STOP OSCILLATING.

ON THE MORNING OF 2/10/2010 I RECEIVED ANOTHER CALL FROM TOMMY SHELTON TO QUESTION WHETHER WE HAD TO ADJUST ANY CONTROL CABLE TENSIONS DURING THE EVENT INSPECTION. I TOLD TOMMY SHELTON THE CABLE TENSIONS WERE FINE AND WE DID NOT HAVE TO ADJUST ANY TENSIONS. TOMMY SHELTON WAS CALLING ME FROM A REPAIR SHOP IN ST. LOUIS WHERE HE HAD FLOWN TO HAVE THE AUTO PILOT CHECKED OUT. THE PEOPLE AT THIS FACILITY SUGGESTED THAT IF ANY CABLE TENSIONS HAD BEEN ADJUSTED IT WOULD AFFECT THE SERVO. THIS WAS THE LAST CONVERSATION I HAD WITH MY GOOD FRIEND, TOMMY SHELTON.

JOHN E. WIMPEE
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