



RECORD OF CORRESPONDENCE

Joshua Lindberg
Air Safety Investigator
Central Region

Date: May 21, 2020

Person Contacted: Mike Budinski, NTSB Materials Lab Chief

NTSB Accident Number: CEN20LA173

Narrative: In correspondence with Mr. Budinski, who reviewed the material evidence, he stated the following:

The fractures and damage to the bellcrank (control horn) are all overstress from gross mechanical/plastic deformation. The fractured short fillet welds to join the bellcrank to the square stabilator spar tube are due to overstress. I gather to “v” dents in the bellcrank notches are from the bellcrank being actuated from “lock to lock” against the end of the tail tube.

End of correspondence.