

## Sauer Aaron

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**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 1:41 PM  
**To:** Jim Ruth  
**Subject:** RE: Avantair N168SL  
**Attachments:** IMG\_0476.jpg; IMG\_0497.jpg; IMG\_0474.jpg

Mr. Ruth,

Thank you for all of your help with this.

Regards,

Bart

Bart Angle  
Aviation Safety Inspector  
East Michigan FSDO GL-23  
8800 Beck Rd  
Belleville, MI 48111  
Office Direct Line (734-487-7272)  
Fax (734-487-7221)  
[REDACTED]

**From:** Jim Ruth [REDACTED]  
**To:** Bartholemew Angle/AGL/FAA@FAA  
**Date:** 11/29/2011 01:06 PM  
**Subject:** RE: Avantair N168SL

Bart,

No, the work completed was as described with no disconnects completed. The Avantair company flight crew performed the system checks indicating all functioned normally. Its important to note that the one photo time stamped "11:06" was taken approx 5 minutes prior to aircraft going outside with flight crew for final runs.

Please let me know if there is anything else that I may assist with.

*Jim*

**Jim Ruth**  
**Director of Maintenance**

**Mx Aerospace Services Inc**  
**2450 Derry Road East**  
**Hangar 9, Bay C**  
**Mississauga, Ontario**  
**L5S 1B2**  
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<http://www.mx aerospace.com/index.html>

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**From:** [REDACTED]  
**Sent:** Tuesday, November 29, 2011 10:10 AM  
**To:** Jim Ruth  
**Subject:** RE: Avantair N168SL

Jim,  
  
Thank you so much for your thorough and detailed response. Jim, in your checking of the left engine power lever routing, mechanism cleaning and verification of integrity/fowling and re-lubrication, would you have removed or reinstalled the Beta system/Fuel Control Unit linkage clevis pin?

Bart Angle  
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**From:** Jim Ruth [REDACTED]  
**To:** Bartholemew Angle/AGL/FAA@FAA  
**Date:** 11/29/2011 09:01 AM  
**Subject:** RE: Avantair N168SL

Good Morning Mr. Angle

In response to your inquiry, I would be happy to provide whatever information you may require. Mx Aerospace has performed minor repairs on behalf of Avantair in the YYZ location upon request from Maintenance Control, CLW.

Avantair maintenance control contacted with request to attend to aircraft due "Excessive generator amp split - 50A on ground, 110A in flight" and "Left power lever will not go into beta or reverse" in YYZ.  
Aircraft was repositioned from Landmark and into Hangar 9, Bay C.  
Left and right GCU's removed, ground points cleaned, units swapped and reinstalled. Engines operated at idle and power

settings and found loads within 10% through range – company pilot conducted runs and verified.  
Left engine power lever routing checked, mechanisms cleaned and verified for integrity/fowling and re-lubricated as required.  
Ground runs completed and checked serviceable – company pilot conducted runs and verified.  
Aircraft re-cowled and released.

I've attached a few photos of the work areas involved, which is standard procedure for all events that Mx Aerospace is engaged in.

If I may be of further assistance, please do not hesitate in calling.

*Jim*

**Jim Ruth**  
**Director of Maintenance**

**Mx Aerospace Services Inc**  
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**From:** [Redacted]  
**Sent:** Monday, November 28, 2011 3:41 PM  
**To:** Jim Ruth  
**Subject:** Avantair N168SL

Good Afternoon Mr. Ruth,

I am investigating an accident that occurred in Flint, MI on Wed Nov 16, 2011 involving a Piaggio, N168SL operated by Avantair. The aircraft flight logs show that you cleared a discrepancy on that aircraft the day prior to the accident. Would you be willing to provide me with a statement indicating what you did with respect to that maintenance. I did read the sign-off but need more specific information as to the work performed.

Any help you could provide would be greatly appreciated.

Regards,

Bart

Bart Angle  
Aviation Safety Inspector  
East Michigan FSDO GL-23

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