

WPR11LA112-FAA INSPECTOR FIELD NOTES

Wreckage and Impact Information:

THE AIRCRAFTS NOSE GEAR HAD BROKEN OFF ON IMPACT CAUSING A PROPELLER STRIKE. ADDITIONAL DAMAGE TO THE AIRCRAFT WAS TO THE PROPELLER, LOWER ENGINE COWLING LOWER ENGINE AREA AND ENGINE EXHAUST. PILOT REPORTED NO INJURIES.

Airframe Exam

ON SCENE INSPECTION OF THE AIRCRAFTS ELEVATOR CONTROL SYSTEM REVEALED THE BOLT THAT CONNECTS THE AFT ELEVATOR PUSH PULL CONTROL TUBE, TO THE PILOT AND CO-PILOTS CONTROL STICK BELLCRANK WAS MISSING, AND NOT TO BE FOUND. IN ADDITION, THE BOLT THAT CONNECTS THE FORWARD PUSH PULL TUBE TO THE CONTROL STICK BELLCRANK WAS READY TO FALL OUT. THESE BOLTS ARE AN (AN) DRILLED SHANK BOLT REQUIRING A CASTELLATED NUT AND COTTER PIN FOR SAFETY. NEITHER OF THE NUTS OR COTTER PINS WERE FOUND. THE AIRCRAFT HAS 197 HOURS TOTAL TIME.

Maintenance History

On 02/10/2011 inspector Miller met with Mr. Pat Moore Aircraft mechanic A&P IA certificate # ----- Mr. Moore provided the aircraft maintenance records for the aircraft and engine. In review of these records, Mr. Moore had performed the last condition inspection on this aircraft N8053R on November 15, 2010, at 173.5 hrs Mr. Moore has also performed the previous 2 condition inspections date on 11/04/2008, and aircraft total time 101.2 hours and 11/15/2009 and aircraft total time of 119.4 hours. Mr. Moore stated to Inspector Miller that he can remember seeing the nuts on the bolts but could not remember seeing the cotter keys. Mr. Moore stated he had never removed the elevator or elevator control system. Mr. Moore continued to state that he uses a check list of his own design to perform the inspections. Mr. Moore Stated he did not know if the aircraft had been maintained by any other persons or facility. He continued to state when he performed the first condition inspection after Mr. Harvey purchased the aircraft from ED Snyder, he inspected all the flight control safeties because the DAR that certificated the aircraft found some bolts and nuts that had not been safetied and did not certificate the aircraft until all the discrepancies had been corrected. Mr. Moore has held his Airframe and Powerplant Certificates for over 50 years and with no violations. Mr. Moore is the recipient of the Charles Taylor Award and The Wright Brothers award. Mr. Moore provided inspector Miller with all the aircraft maintenance records and a copy of the inspection check list he uses. Mr. Moore was very courteous and appeared to be very knowledgeable of general aviation aircraft. Inspector Miller counseled Mr. Moore in regards to aircraft record entries and 14 CFR Part 65 and 4 CFR Part 43.

On 02/11/2010 Inspector Miller contacted Patten Harvey the owner of N8053R and asked him if the aircraft had been maintained by any other person or facility. He indicated it had not. He also stated he felt that the bolts may have been that way since he purchased the aircraft from Ed Snyder. Mr. Harvey does not have a very good opinion of Mr. Snyder. Mr. Harvey also indicated he thinks highly of Mr. Moore and is going to use him to repair the aircraft.

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Airport Information:

FAA Identifier: BXX

Lat/Long: 33-25-13.5000N /
112-41-10.2510W
33-25.225000N /
112-41.170850W
33.4204167 / -
112.6861808
(estimated)

Elevation: 1033 ft. / 315 m
(estimated)

Variation: 13E (1985)

From city: 6 miles NW of
BUCKEYE, AZ

Time zone: UTC -7 (year
round; does not
observe DST)

Zip code: 85326

Scottsdale Flight Standards District Office IIC

Jeffrey A. Miller -----
Aviation Safety Inspector

Additional Participants:

NONE