



SUMMARY OF FINDINGS

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

**Person Contacted: Inspector Paul Alukonis, Las Vegas Flight Standards District Office;
Federal Aviation Administration
NTSB Accident Number: WPR13LA093**

Narrative:

Federal Aviation Administration (FAA) inspector, Mr. Alukonis, inspected the airplane once it was recovered to a secure facility. Inspector Alukonis reported that the attachment bolt for the elevator assembly was missing.

Step 1: Fabricate a simple gauge from the dimensions given in Figure 1. Material is not provided in the kit.

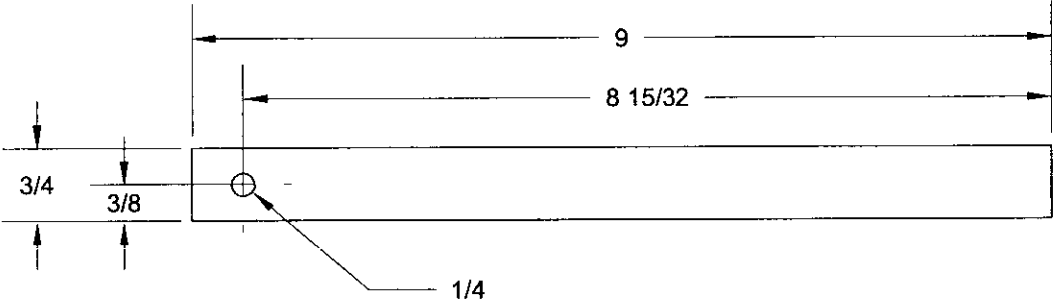


FIGURE 1: FABRICATE MEASURING JIG

Step 2: Check the neutral position of the WD-1010 Control Column. Clamp the F-635 Elevator Bellcrank in its neutral position. See Page 11-7. Insert an AN4 bolt through the gauge. Lower the gauge and bolt into the tunnel and slip the bolt through the control column center clevis pinning the F-1089 Elevator Pushrod (Fwd) as shown in Figure 2. When the aft end of the gauge is butted up against the F-1004A Center Section Bulkhead the control column is in its neutral position. Adjust the F-1089 and/or F-1090 Elevator Pushrod lengths if/as required to move the control column to its neutral position.

WARNING: In the final installation both pushrod ends must have over half the thread engaged (except where safety wire is used) making it impossible for a bearing to back off the pushrod if both ends are pinned.

Perform a final check of the control system once the elevators are installed. Move the control sticks through their full range of motion. The WD-605-L/R-1 Elevator Horns should contact the elevator stops before the control sticks make contact with any other structure.

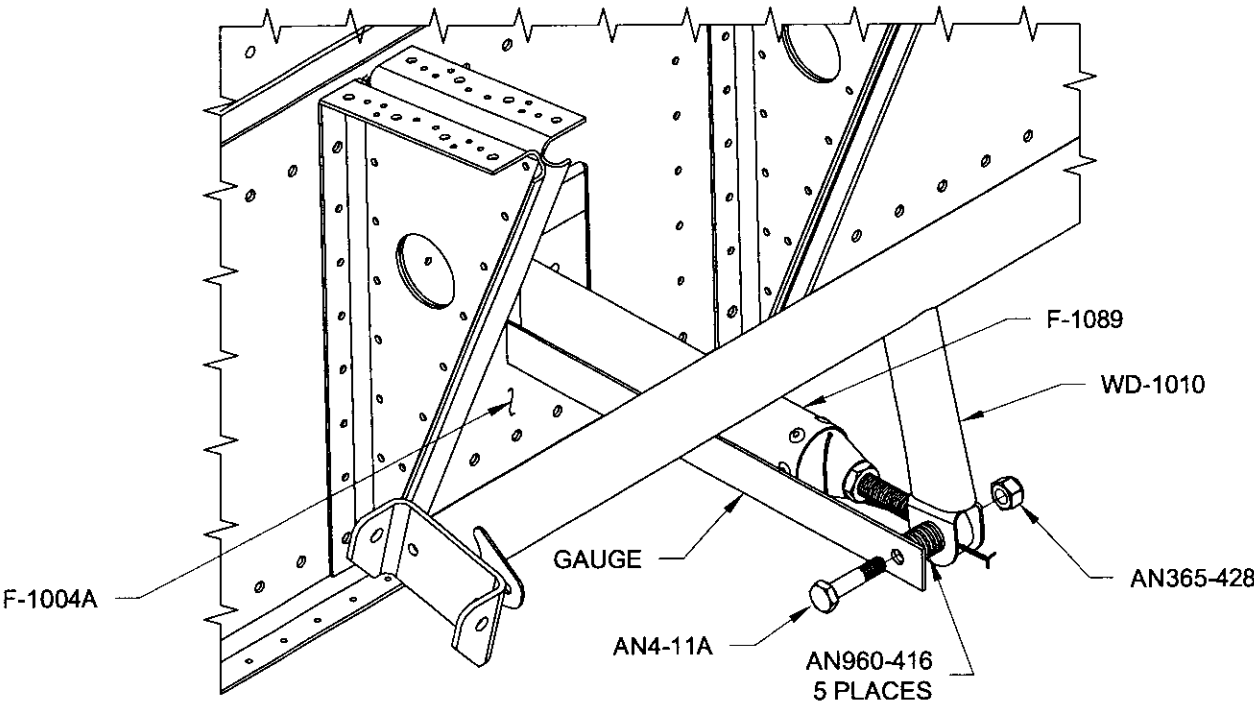


FIGURE 2: CONTROL COLUMN NEUTRAL POSITION

Step 3: Bolt the F-1089 Elevator Pushrod Assembly to the WD-1010 Control Column using the hardware shown in Figure 3. The loop in the safety wire goes around the bearing, passing between the rod end housing and the WD-1010 Control Column clevis and is captured by the AN4 bolt as shown in Figure 3. The safety wire should not interfere with anything at this connection.

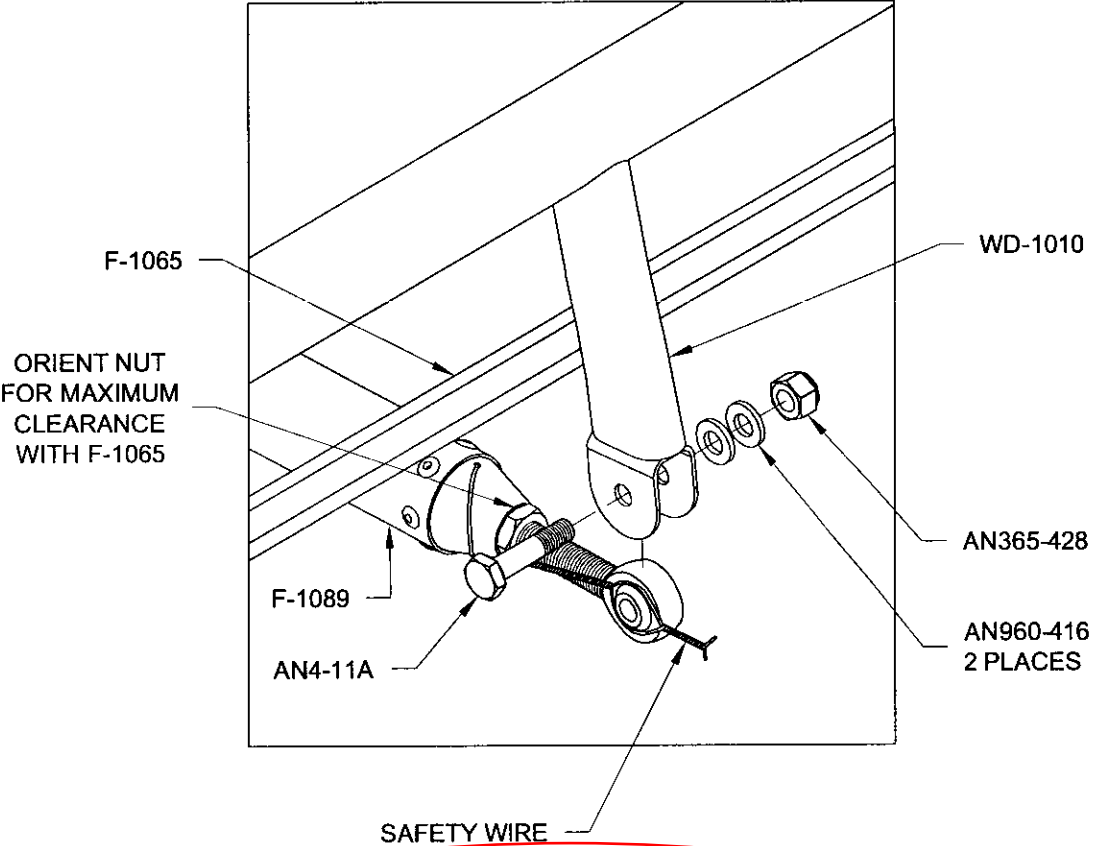


FIGURE 3: ELEVATOR PUSHROD (FWD) INSTALLATION