



National Transportation Safety Board

Ashburn, VA 20147

Office of Aviation Safety

June 26, 2014

VIA E-mail

Mr. Hanoch Kliger
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RE: 1124A, S/N 392, N793BG, NTSB Investigation ERA14FA300

Dear Mr. Kliger:

By way of introduction, I am the National Transportation Safety Board (NTSB) investigator-in-charge concerning the 3 fatal airplane accident involving the above referenced airplane that occurred on June 18, 2014, at Huntsville International Airport-Carl T. Jones Field (KHSV) Huntsville, Alabama, USA. The NTSB Case # for this investigation is ERA14FA300, and should be used for future correspondence.

As part of the on-scene investigation, I measured the trim actuators for roll, pitch, and yaw, and also measured all flap actuators.

This letter requests a formal response from you addressed to my attention that provides the following information. Be advised that your response will be placed in the NTSB Public Docket for release to the public when the investigation is completed. The formal response must not be marked proprietary, and should not contain engineering drawings.

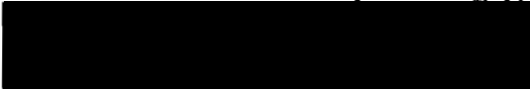
1. The amount of degrees of extension and the direction the tab trailing edge is deflected (up or down) for the aileron trim. The actuator measured 1.625 inches extended as measured from the actuator housing to the center of the rod end attach bolt.
2. The amount of degrees of extension of the left flap. The inboard flap actuator measured 1.875 inches extended as measured from the end of the actuator housing to the center of the rod end attach bolt, while the outboard flap actuator measured 1.625 inches extended as measured from the end of the actuator housing to the center of the rod end attach bolt.


3. The amount of degrees of extension and the direction the tab trailing edge is deflected (left or right) for the rudder trim. The actuator measured 2.000 inches extended as measured from the end of the actuator housing to the end of the piston of the actuator; the measurement did not include the rod end.
4. The amount of degrees of extension and direction (airplane nose up or airplane nose down) of the horizontal stabilizer pitch trim. The actuator measured 11.1875 inches extended as measured from the motor base to the center of the rod end attach bolt.
5. The amount of degrees of extension of the right flap. The inboard flap actuator measured 1.9375 inches extended as measured from the end of the actuator housing to the center of the rod end attach bolt, while the outboard flap actuator that measured 1.625 inches extended as measured from the end of the actuator housing to the center of the rod end attach bolt.
6. Confirm that the difference in measurements of the inboard and outboard flap actuators are consistent with the system design.

The request for the flap and trim positions is because the cockpit was destroyed by impact and a postcrash fire.


If you have any questions, feel free to contact me by phone or e-mail. I am in the office Monday thru Friday from 1130 to 2000 UTC.

Regards,


Timothy W. Monville
Senior Air Safety Investigator
National Transportation Safety Board


Ashburn, Virginia

Phone: 

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