



MEMORANDUM FOR RECORD

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

August 5, 2020

Subject: NTSB request for field examination of N6705E; email request and response below.

Aaron,

The aileron cables are all slacked due to the deformation of the wings. The aileron cables are still attached to the control yoke and the bell cranks. Manually pulling on each cable does move the control yoke and ailerons in the correct direction. Each aileron is able to be moved by hand with no binding.

The rudder moves stop to stop in the correct direction with the rudder pedals.

The brakes still function, and show no signs of leaks. The pads on the RT brake caliper appear to be new. The pads on the LT brake caliper are above serviceable limits. All of the wheels appear to be intact and all of the tires are still inflated.

Pictures of the airframe are attached in another Email.

Cold engine compression checks, Cyl #1) 68/80 #2) 72/80 #3) 68/80 #4) 71/80. All of the spark plugs appeared normal and were tested, all fired.

Removed the p-lead from the LT magneto and the magneto did fire on every lead with the impulse coupling. The RT magneto does not have an impulse coupling.

Fuel is present in the LT & RT fuel tanks.

If there is anymore that you need, let us know. Francis

---- McCarter Aaron [REDACTED] > wrote:

> Ok, I have specific instructions on the scope of the examination into N6705E. Please limit the hourly work to no more than 3 hours at \$93.00 an hour. We will skip the engine check unless you can do it in the allotted time.

> 1. Aileron, control cables and connections and functionality to the > control column with full range control check. Ensure no mis rigging
> 2. Rudder, control cables and connections and functionality to the pedals with full range control check. Ensure no mis rigging.

> 3. Brake and wheel check.

> 4. Overall condition report of airframe and components.

> 5. IF you have time, do a basic compression, spark and fuel check.

> 6. The NTSB (I) would appreciate an email with the results of your findings for each of the systems you looked at.

> Thank you very much guys. I appreciate you helping us out.>

> Best Regards, Aaron