



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Statement of Paul Younker
CEN15FA388
Kewanee, Illinois
August 30, 2015

Mr Paul Younker provided the following statement to the NTSB IIC:

I, Paul A. Younker, flew 765CD on 8.21.2015 from KIWS to KUOX with no incidents. There were no problems with the aileron trim nor the autopilot. I flew GPS navigation with the autopilot engage for the entire flight. We had 3 total occupants with 50 lbs. of baggage. Approximate flight time was 5.4 flight hours.

On Thursday of last week - 8.27.15, I saw Steven Murray placing 765CD back in the hangar after what he stated was some practice touch-n-go's. He said he didn't want to be "embarrassed" with his landings in front of his family. He said he had been pretty happy with his touch-n-go's that day. He stated he wished they could always be as good as he had just done.

On Saturday morning @ approximately 9:43 I spoke with Steven for 5 minutes regarding the autopilot/trim. He stated that the autopilot would hold an altitude, but it would not hold the HSI heading bug nor the GPS. I asked him if the trim on the joystick appeared to be working. He stated that it did not. I then told him that it sounded like the aileron trim servo was not functioning. He agreed. He said he could hold straight & level with a bit of right aileron, but it was a bit of a pain to have to hold it the entire flight. We agreed to have the trim looked at upon his return to Houston.

Alexander Lemishko

[REDACTED]

Senior Air Safety Investigator
NTSB
Central Region Aviation