

To Whom It May Concern,

This is a letter about the incident that happened on 12/12/2014 @ CPS in regards to Cessna T18208757 N93CL elevator trim tab issue.

I Stephan J Fletcher Jr. Performed a 100hr/annual inspection on a Cessna T182T N93CL s/n# T18208757 under Helicopters Inc CRS#DDZR151D W.O#5390, dated opened on 11/04/2014. Discrepancy #8: Trim tab actuator has excessive play with a pop sound. Removed P/N# 1260074-7 dated:1Q07. Ordered actuator. Corrective Action: Installed TSO.0.0. Actuator assy. P/N#1260074-7, S/N#IS27234 overhauled by Aerospace Turbine Rotables Inc. CRS#NV2R045L under W.O.#53058 #8130 dated: Apr/24/2014.

When I Installed actuator I placed the 2 chains on actuator sprockets. I verified chains were not crossed. I mounted actuator & saftied. I then adjusted turnbuckles to correct cable tensions. I then moved elevator trim tab control wheel to full tab down and rigged to 15 degrees tab down. I then moved trim wheel to get trim tab full up and adjusted to 24 degrees tab up from neutral. I verified up and down angles several times. I saftied turnbuckles and everything was visually inspected and checked by another inspector. Aircraft was ready for operational flight.

Aircraft was operational flown on 12/12/2014. I went out to aircraft with pilot proir to flying and verbally discussed all maintenance that was performed and told pilot specifically that I changed the elevator trim tab actuator.

Pilot came back from flight check and he stated that he had a issue with the elevator trim rigging and declared a emergency. Pilot stated he realized he had opposite trim control and adjusted accordingly to fly aircraft.

I then opened panels and inspected trim actuator chains and cables. I operated trim system and operated smooth and verfied opposite trim wheel control. I found that the trim control cables had a 180 degree twist inside the horizontal stabilizer near the very inboard section of the stabilizer. With the cables having a 180 degree twist, it would cause the trim control to have opposite control.

I have been working at Helicopters Inc for 26 years now. I take much pride in my work and safety record. I am so grateful that no one was hurt and nothing was damaged except my pride. I am very upset with myself for this incident.

Thank You,
Stephan J Fletcher Jr.

St.Louis Mo. 63129

12/15/2014

To Whom it may concern,

This is in regards to the incident which happened on 12-12-2014 of Cessna T18208757 N93CL elevator trim tab issue.

I, Christopher Caffery, was asked by Stephan Fletcher to inspect the area of the trim tab actuator installation before closing the inspection panels. I looked in every possible access for F.O.D., cable safeties, cable runs, and smooth movement throughout runs. Everything I could possibly see was in order.

After the pilot returned from flight test, Stephan Fletcher and I tried to investigate and see anything that could have caused this incident and with him holding an extremely bright flash light on the aft side of the elevator and in a very distinct way and the light reflecting off other parts of the elevator I could vaguely see the cable was twisted. There was no access panel to distinctly see that area of the cable system.

I have been working in aviation for 24 years and have never seen this situation of no inspection panels to see everything clearly. I take extreme pride in my work and safety record.


Christopher Caffery
