



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Richard Harvey
NTSB Accident Number: CEN15LA182

Narrative:

During the telephone conversation Mr. Harvey stated the following:

Mr. Harvey is an A&P mechanic with I/A privileges and is the owner of HSI Turbines, Inc. He recalled signing off the work on N136DB.

HSI Turbines, Inc. has been working on Air Tractors since 1995. Mr. Harvey recalled that N136DB arrived on a trailer in the summer of 2014 – the airplane had been ground looped and had damage to the right wing. Both ailerons had been removed from the wings prior to the airplane arriving at his facility. The right wing was sent to Air Tractor for repair. No work was performed on the aileron aside from reinstallation.

Mr. Harvey recalled that two of his employees reinstalled the wings and ailerons about 4 months prior to the accident. He was responsible for ordering parts and work oversight and had signed off on the maintenance performed on the airplane just prior to the accident. He did not recall specifically reviewing the reinstallation of the flight controls.



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Person Contacted: Floyd Kitten
NTSB Accident Number: CEN15LA182

Narrative:

During the telephone conversation Mr. Kitten stated the following:

Mr. Kitten is a mechanic's assistant and works at HSI Turbines, Inc. He recalled working on N136DB.

He recalled that the airplane arrived on a trailer. It had been ground looped and had damage to the right wing. The right wing was sent off to Air Tractor for maintenance.

He recalled assisting Ed Mosely in the installation of the wings to the fuselage. This happened in October or November of 2014. He helped to connect the control rods in the fuselage and recalled using the existing hardware. He recalled using instructions and information in the Air Tractor 400-series manual. He stated that the ailerons were mounted on the wings by another mechanic at a later time (January or February of 2015).



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Person Contacted: Edward Mosely
NTSB Accident Number: CEN15LA182

Narrative:

During the telephone conversation Mr. Mosely stated the following:

Mr. Mosely is an A&P mechanic who works for HSI Turbines, Inc., and recalled performing maintenance on N136DB.

Mr. Mosely stated that the airplane arrived at the shop between June and July of 2014 – it arrived on a trailer and did not come with an engine or propeller. He stated that they would work on it, stop, work on it, stop, and continue to work on it off and on but not straight through. He recalled that it was a really long project.

Mr. Mosely stated that the wings had been back on the airframe for a while but he did not recall working on the wings or the ailerons of the airplane. The right wing had been sent off for work and repair before it was reinstalled – he did not recall if the aileron had been sent as well. He recalled that he had access to maintenance and parts catalogs for the Air Tractor 400-series airplanes.



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Person Contacted: Joseph Swim
NTSB Accident Number: CEN15LA182

Narrative:

During the telephone conversation Mr. Swim stated the following:

Mr. Swim is an A&P mechanic who works for HSI Turbines, Inc., and performed maintenance on N136DB.

Specifically, he recalled installing the ailerons and the flaps on the wings and recalled completing the installation towards the start of the year – mid January or so. He recalled using the existing hardware to install these flight controls and used the Air Tractor 400-series manual to guide the installation. He did not recall any other mechanic reviewing his work after the installation. He did recall on the day of the installation that there were no issues, the rigging was good, and the operations checks were good.

He sat in the cockpit of the airplane and moved the control stick back and forth and observed the appropriate movements on each of the flight controls.

After this installation, the airplane was moved to another hangar and did not come back to the main hangar to be finalized until a month prior to the accident.