

August 2014

1 - When Imhof landed here with it, before he even got out of the Plane he asked if I had an AN-3 castle nut, washer and cotter pin. The bolt and nut in the aileron balance cable connector had not been pinned and the nut had come off on the flight out here. Had the bolt came out and released the connector; aileron control would have been greatly affected. It could have caused the plane to crash. I have thought a lot about that and I am not sure of the outcome had I been flying it. I feel that had I been low level in the field that I surely would have crashed before I could have figured it out and recovered.

2 - The primer tubing connection on the fuel strainer leaked and before I was aware of it had damaged the paint on the chemical pump support. I consider this to be a flight safety concern. Repaired myself.

3 - I have only flown it once for a short time. The time that I did, part of the side window frame fell off. Although this was not a flight safety concern it does contribute to my concern of the quality of the work done and the safety of the Aircraft. Repaired myself.

4 - When I did fly it I found that the throttle cable had been kinked and that it inhibited smooth operation. The throttle had been in idle position when it was kinked. Just like with an auto, when you start to move you bring the power up easily. I will bring it up 300 to 400 rpm to start moving. I was unable to do that. Because of the bind when I went to move it and got it over the bind the power jumped 800 to 1,000 rpm. This had to happen on the assembly of the aircraft. Imhof had flown it several times before delivering it and had to know of the problem. I expect that the cable will need to be replaced. Cost of cable - \$375.00, installation estimated at \$300.00.

5 - The leading edge was to have been replaced due to bird and wire strikes over the years and was not. The previous damage is still visible. As it was one of the main things that I wanted to have fixed, it is very distressing to me to have gone to all the effort and expense only to have the strikes still quite visible. To replace it now will require the recovering of the wing again. I estimate that it will cost me at least \$10,000.00 to replace the leading edges.

6 - The nose cowl was to have been replaced for the same reasons and was not. When I removed the propeller to have it re-pitched, I found two prominent dents in the cowl under the spinner plate. I felt inside the cowl where I knew that there had been damage and could feel where they tried to smooth it out. I expect that they used a type of Bondo to finish it off. With the heat generated by the engine, I expect the bondo to start cracking in a relative short amount of time. I expect that it will cost me approximately \$1,200.00 to replace.

7 - The trailing edge of both Ailerons had been damaged. Neither was repaired or replaced.

8 - Aileron trim tab not installed.

9 - Brake master cylinders not rebuilt as requested. In his e-mail, Shorney alleges that they were. The right hand master cylinder is still leaking and has to have fluid added after every 4 to 6 landings just like prior to the rebuild. I estimate a cost of \$400.00 to fix.

10 - Parking brake control rods not installed. Cost \$45.00. Installed myself.

11 - The new landing light lens is broken.

12 - At approximately 12 to 14 hours the elevator trim failed. Repaired myself.

13 - Propeller was installed 60 degrees retarded. Corrected myself.

14 - Air cleaner nose cone lost at 18 to 20 hours. Cost to replace and have painted, \$160.00. Installed myself.

15 - Cabin door weather seals not installed. Installed correct set myself.

16 - Because of its age and the probability that the magnets had weakened, I specifically requested that the Tachometer be sent to Century Instrument for rebuild. Have found that it was not. Have also found it to read 4% slow.

17 - Because I was increasing the engine horsepower, I requested that the propeller have 2 inches more pitch added. When Shorney billed me for outside work by Fix prop shop I assumed that it had been done. When I started flying I found that I had to use extremely high power settings and could not manage a full load. I had to cut back the size of the load that I could carry by approximately 25%. I finally toward the end of the season I pulled the propeller to take back to Jim Fix and found that the pitch had been reduced 2 inches rather than increased. I called Fix's and had them look up the work order for what had been requested. C.N.A. had requested the reduction. I have a copy of the work order now. Once Jim increased the pitch by 4 inches to where it should have been, the Cub performed, as it should have all along. I (nor anyone else) can assess a value to what it has cost me so far. Or could additionally cost me in the future due to engine damage. Cost to have propeller corrected estimated at \$290.00.

18 - There is a truss tube brace from the left rear spar attachment point across the Cabin to the right front spar attachment point in the wing center section. It is standard procedure when rebuilding the fuselage to add another tube brace from the left front spar attachment point across the Cabin to the right rear spar attachment point to strengthen the center section for the wings. Shorney said that they normally did that and would install it in my Cub. It was not done.

19 - Chafing strips not installed or in some cases installed incorrectly. Corrected myself.

20 - When the left fuel tank cover was removed to install chafing strips, I found that the inboard tank hold down strap was twisted and buckled causing damage to the cover. Corrected myself.

21 - When the left fuel tank cover was removed, the aileron balance cable was found to be kinked. I expect that after the IA looks at it, it will have to be replaced. Estimated cost \$400.00. Flight safety concern.

22 - Found the aileron balance cable to be hooked under the fuel tank hold down strap bolts in both wings. Flight safety concern.

22 - Discovered that the front latch of the left-hand engine cowling would disengage at some point from improper installation. I finally found the situation when I noticed that the rear latch was deformed and twisted. Repaired myself.

23 - Headliner is installed incorrectly and is badly wrinkled. Estimate the cost to have replaced, \$700.00.

24 - The sliding windows on the left side of the Cockpit would not stay closed. When adjusting the weather seal, I noticed that the windows had been installed incorrectly. I removed the assembly, corrected the problems and reinstalled the assembly.

25 - I took 6 to 8 spare inspection hole cover plates to them to be painted with the new paint color. I did not receive them back. There are 2 plates on the Cub with weak springs that have to be replaced and I no longer have necessary spares.

26 - The Compass was not reading correctly. I sent it to Century Instruments for rebuild. After installation it would read a heading of approximately 030 degrees

regardless of how the Cub was headed. Century requested that I send it back which I did. Upon re-installation, the same problem existed. It was finally discovered that when Shorney replaced the cabane tubes he caused the tubing cluster to become magnetized and did not demagnetize the cluster.

27 - I had been having problems with the Cub starting system, the generator system operating correctly, the electric spray control valves operating correctly and other things. The condition was worst in the Spring of 2014. One morning the starter solenoid would only chatter and not engage. I replaced the solenoid and the problem continued. I finally discovered after troubleshooting that after painting the fuselage frame they did not remove the paint from the fuselage tab where the battery ground connects. Also that the bolt connecting the ground to the tab did not have enough washers on it and would not torque down enough for adequate contact. I cleaned the tab, added washers and reinstalled.

28 - The Jack screw and drive pulley for the horizontal stabilizer trim system was supposed to be replaced due to wear because it is used much more than in a normal Super Cub. Imhof stated that they had adjusted it rather than replace it as I had requested. Trim operation is now intermittent at best.

29 - Cover plate grommets for the horizontal stabilizer front and rear spat installed incorrectly. Substandard cover plates made that will not stay attached. Expect that new grommets will have to be installed to be able to utilize the correct cover plates.