

From: Larry Fiese [REDACTED]
Sent: Tuesday, April 10, 2018 12:08 PM
To: Scott Arnold
Subject: Inquiry

Craig Brumley was the lead of the team that came out the day of the accident. He and another man returned after I had recovered the Cub and had it in my Hanger.

The history of the Cub is that it was the last of 9 cubs that Dad flew spraying. After his death I kept it and used it until the original Grade A fabric was no longer serviceable and then just kept it. When I was diagnosed with heart problems, I thought that I was done flying and sold the Pawnee that I had mostly flown. After I had Surgery, I was able to regain medical certification. I then decided to have the Cub restored and use it as I intended to cut back on how many hours that I would fly, and it would be sufficient, economical and nice to fly. After much research I ended up coming to terms (I thought) and arranged with Central Nebraska Aeromotive to do the rebuild. The requirements which I wanted were made clear. As an aside, I have been around Airplanes all my life and am a graduate of Northrup Institute of Technology as a qualified A&P. My wishes were not followed, and many corners were cut during the rebuild including the recover. The jackscrew assembly was one because of the usage and the front of the horizontal stabilizer could be moved up and down an excessive amount. After the Cub was covered and I discovered that the Jackscrew assembly had not been replaced I asked about that. I was told that they had just "tightened it up). That is not possible as the screw is steel, and the housing is aluminum. Because it was already covered, it was too late to correct the problem. The elevator trim failed because the pin in the crank handle for the drive pulley sheared. We later found that the drive cable was incorrectly installed.

When Don Imhof landed here and stopped in front of my Hanger, he opened the door and asked if I had a dash 3 castle nut, washer and cotter pin. I don't know if the nut came off because it had not been cotter pinned or if it had never been installed. I got them and Don replaced them before he got out of the Cub. He had brought a tool bag with him. Rather than attempt to draw or explain about the Sorensen tank I am going to take a photo and send in the hope that it might become clear. If not, advise and I will try something else.

I will also send a picture of the aileron balance cable connector in a separate e-mail as Verizon system will only let me send one at a time.

Larry