

From: [Craig A. Brumley](#) [REDACTED]
To: [Latson Tom](#)
Subject: N4234Z
Date: Friday, June 24, 2016 3:07:38 PM
Attachments: [N4234Z Google Earth.pdf](#)
[N4234Z Travel.jpg](#)

Tom,

Sorry I missed your call this week. I was in Dallas since Monday and just got back to the office and received your message today.

Thank you, for looking at the trim actuator. I was there when the actuator was removed, the castle nut was missing the woodruff key and cotter pin because an attempt was made to remove the screw and yoke without cutting them loose. The woodruff key and cotter pin were there prior to the first removal attempt. I knew what you were going to say about the actuator after we removed it. I could see no reason why it would slip. It is worn more than I would allow if inspecting the aircraft, but not enough to slip. I wanted the second confirmation from you however.

Below is some other information you had wanted. I apologize for not getting this to you sooner.

- 1) Flight control continuity to all flight control was established, no problems detected.
- 2) Engine control continuity was established, no problems detected.
- 3) Fuel bowl and tanks were empty when we (FAA) arrived on scene. Fuel had leaked out of the tanks and the fuel bowl had been knocked loose and was empty. He reported having 22 gallons of fuel when he left his private strip 10 miles away.
- 4) He reported having 35 gallons of fungicide in the tank that day.

I am attaching a rather crude drawing on a google earth shot of the accident field to show direction of travel and how the aircraft was oriented when it came to a rest.

I will be out on Monday but hopefully we can get together on Tuesday.

Have a great weekend and thank you.

Regards,

Craig

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