

Communication Summary

February 26, 2019

Information from: Mr. John Wells, Arapahoe Aero



Summary & Factual Information: Mr. Wells was asked if any “punch list” items related to the last annual inspection of N1133T as well as another airframe logbook entry that refers to replacement of the rudder empennage bell crank rod bearing was unairworthy following the annual inspection.

He, in part, reported that, “During the Annual, the yaw servo bridle cable tension was found to be low (Item 33) and was adjusted as needed. The Autopilot Servo Clutch Torque Check (Item 32) was also addressed during the Annual. The torque test is completed through the onboard avionics and does not require servo removal. The torque readings of all three servos were found to be within limits. No further action was taken. The aft rudder control rod end was inspected at the Annual. There is nothing in our notes of any defects.”

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator