

To whom it may concern,

I am writing this brief statement at the request of the Fargo FSDO in regards to the accident involving Cessna 441 N441CX. I am an aircraft mechanic and pilot from the Sioux Falls, SD area. A customer of mine was looking at buying the accident aircraft at the time of the crash and I had done a pulmonary [sic] walk around of the aircraft about a month and a half prior to the accident. This walk around mostly involved taking pictures and looking at external items for use as negotiation in the purchase of the aircraft. This did not involve any removal of any inspection panels, engine cowlings, or opening any baggage doors.

Overall impression of the aircraft was very positive with no evidence of major repairs done in the past. Prior to walk around of the aircraft, research indicated that the aircraft did have an accident back in the mid 2000's when the aircraft left the runway upon landing and damaged the nose gear area. With this knowledge, inspection of the nose gear area was looked at closely and found repairs to be done professionally and craftsmanship looked good. Paint was in fair-good condition with some paint cracking and peeling on the fiberglass fairings. De-ice boots were inspected and no patches were found on the right hand wing, multiple patches were seen on the left hand wing, and both horizontal stabilizers. No wrinkles were seen on any of the skins of the wings, fuselage, and tail section. No smoking rivets were noticed at that time as well.

All control surfaces were moved and inspected for free play, and nothing was detected that would have caused concern to airworthiness. Knowing the history of this make and model of aircraft, a special interest was taken in regards to the horizontal / elevator areas. I did lightly try to flex the stabilizers with light to medium pressure in the up and down directions to see if any flexing out of the ordinary was observed, No defects were found at that time. Elevator free play was good and trim tab was also checked and appeared to be minimal. No external wrinkles or evidence of abnormal stresses were seen at the horizontal to fuselage attachment areas. The only defect found on any of the control surfaces was the right hand Inboard flap trailing edge just aft of the engine exhaust area. Delamination was found due to heat damage and trailing edge was riveted as a means of repair for this defect and appeared to be repaired well.

It was my impression that this aircraft was in overall good mechanical condition and I left the hanger with no concerns in regards to the past maintenance of the aircraft. I reported to the customer that the aircraft appeared to be in overall good condition from external inspection, and we should proceed with the negotiations of the aircraft at that time. A pre-buy was planned a week after the accident, with all intentions of purchasing the aircraft at a future date.

I hope this gives a little more professional opinion of the aircraft prior to the accident. As a mechanic with over 20 years' experience and a pilot with 4000 hours flight time, I would have not hesitated to fly this aircraft if given the opportunity at the time. You may contact myself with any other questions you may have via Brent Allen at the Fargo FSDO.

Sincerely,

Wyatt Honomichl

A&P, IA C

