



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: September 3, 2021 / September 7, 2021
Person Contacted: Ronnie Decker
NTSB Accident Number: CEN21FA314 – Seiling, Oklahoma

Narrative:

Mr. Decker recalled that the turbine engine conversion was completed in 2016 by Turbine Dromaders of Caldwell, Idaho. The airplane was ferried out and back. To his knowledge, the wing lug AD was complied with at that time. Subsequent engine inspections were completed by C. D. Aviation Services of Joplin, Missouri. They completed the required engine maintenance only; they did not inspect the wing lugs.

Mr. Decker noted that the owner/pilot did not stress the airplane during normal operations. He did not fly at the maximum allowable gross weights and normally flew at reduced weights in an effort to reduce stress on the airframes.

Mr. Decker stated the owner/pilot completed the required inspections and signed off the AD in the maintenance records. Mr. Decker would then verify that all inspections were complete and sign off the annual under his inspection authorization. He confirmed that the owner/pilot removed the bolts and mandrels to inspect for corrosion and the dimensions of the lugs. However, he was not certain if any non-destructive testing (magnetic particle or eddy current) was completed. To his knowledge, the AD was complied with by inspection; the wing lug fittings were not replaced at the last annual. On occasion, the owner/pilot would comment that sometimes too much maintenance was a problem.

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