

From: [Cardoza, Ryan](#)
To: [Zane Brown](#)
Cc: [Hellings, Richard](#)
Subject: RE: Citabria Rudder Failure N793L
Date: Monday, May 6, 2024 4:27:53 PM
Attachments: [image001.png](#)

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Hi Zane,

All the logbook entries (last 5 years) and the updated 6120 (including rudder time in service) are now available at the link below.

The password is [REDACTED] to access the folder.

[REDACTED]
[REDACTED]

Please let me know if you need anything else.

Ryan Cardoza
Assistant Safety Manager
College of Aviation & Aeronautical Science
LeTourneau University
www.letu.edu

From: Cardoza, Ryan
Sent: Saturday, April 27, 2024 3:30 PM
To: Zane Brown [REDACTED]
Cc: Hellings, Richard [REDACTED]
Subject: RE: Citabria Rudder Failure N793L

Hi Zane,

I have included a OneDrive link below with our files instead of attaching them. I need to confirm one number for the 6120 (rudder time in service) with our maintenance team on Monday. I believe the rudder was removed for repairs in the past. I will get back to you with that number. Our maintenance director filed a 8010-4 that has this number on it.

I apologize for some of the clutter with the scanned logbook entries. The logs exported from our maintenance log system do not have signatures on them, so I copied the official logbook files for the last two years from the paper logs. I will work on Monday making copies of the 2019-2022 logs that I did not scan and let you know when I have added them to the link below.

The password is [REDACTED] to access the folder.

[REDACTED]

[REDACTED]

Was this aircraft used for spin or upset recovery training? If so please send me the dates and times of previous flights that the aircraft was used for spins/acro.

Yes, this aircraft is used for spin and upset recovery training. We hosted Rich Stowell for upset recovery training from 03/20-03/26. They exclusively used this aircraft. The training was provided to three of our instructors. Please note, this is not an exhaustive list of all the flights. I do have flight data from a Garmin G5 for these flights.

Below are the most recent dates that I have recorded for N793L that I pulled from my FDM tool:

04/12/24 – 0:36 – Rudder Hinge Event
04/05/24 – 0:46 – Aerobatic Work
03/27/24 – 1:00 – CFI Spin Training
03/26/24 – 0:58 – Rich Stowell
03/26/24 – 0:54 – Rich Stowell
03/26/24 – 0:44 – Rich Stowell
03/26/24 – 0:47 – Rich Stowell
03/26/24 – 0:43 – Rich Stowell
03/25/24 – 0:44 – Rich Stowell
03/23/24 – 0:42 – Rich Stowell
03/23/24 – 0:51 – Rich Stowell
03/23/24 – 0:55 – Rich Stowell
03/23/24 – 0:54 – Rich Stowell
03/21/24 – 0:32 – Rich Stowell
03/21/24 – 0:48 – Rich Stowell
03/20/24 – 0:50 – Rich Stowell
03/20/24 – 0:43 – Rich Stowell
03/20/24 – 0:57 – Rich Stowell
03/20/24 – 0:58 – Rich Stowell
03/20/24 – 0:59 – Rich Stowell
03/19/24 – 0:49 – Rich Stowell
03/18/24 – 1:14 – CFI Spin Training
03/02/24 – 1:03 – CFI Spin Training
02/26/24 – 0:57 – CFI Spin Training
02/06/24 – 0:50 – CFI Spin Training
12/06/23 – 0:57 - CFI Spin Training

Is the aircraft hangered or tied down? If tied, down are gust locks installed? Was there any significant wind events in the recent past?

The aircraft is usually chained outside. There are not gust locks installed on the rudder. The ailerons and elevator are secured with the seatbelt inside the cockpit after every flight. I am not sure if there were any significant events recently where the aircraft was left outside. During damaging weather, the aircraft are typically moved inside the hangar as they are fabric construction.

Ryan Cardoza
Assistant Safety Manager
College of Aviation & Aeronautical Science
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www.letu.edu

From: Zane Brown [REDACTED]
Sent: Wednesday, April 17, 2024 6:01 PM
To: Cardoza, Ryan [REDACTED]
Subject: Citabria Rudder Failure N793L

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Ryan, thank you for taking my phone call.

Attached is a NTSB 6120.1 Accident/Incident reporting form, please fill this out and return within 10 days.

I will also need copies of the Airframe logs for at the last 5 years or further back if there are relevant entries.

As far as the rudder and attachment hardware, please package the Rudder, Hinge, Bushings, Bolts, etc. and email me the dimensions and weight of the package(s). I will send you a Pre-paid UPS label to ship them to either myself or our Materials Lab.

Was this aircraft used for spin or upset recovery training? If so please send me the dates and times of previous flights that the aircraft was used for spins/acro.

Is the aircraft hangered or tied down? If tied, down are gust locks installed? Was there any significant wind events in the recent past?

Thank you,

Please reach out if you have any questions,



Zane Brown
Aviation Accident Investigator
Denver, Colorado
Office: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]
Web: www.nts.gov

Response Operations Center (24/7): 1-844-373-9922
Work Hours: Monday-Thursday, 0700-1600 Mountain Time

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