



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

June 2, 2015

Subject: ERA15LA184 – Airframe Exam

Persons on Phone Call: Ernest Hall (Textron) and Shawn Etcher (self)

Time of phone call: 1538 EDT

The IIC contacted Mr. Hall to find out what was found and the following was noted:

- FAA Personnel met Mr. Hall at the recovery facility and oversaw the examination
- Flight control continuity was confirmed to all disconnect points as those were disconnected and confirmed by the recovery company
- No binding was noted from the disconnect points to the respective aileron
- One cable failed in tensile overload (broom straw effect) which was located behind the cockpit dash
- Flaps were verified as in the zero (0) or "UP" position
 - The flap bar was down and was operated
 - The flap bar button was operable and no defects noted
 - Attempt to retract the flaps without the button pressed was not success verifying the bar and button were operationally sound
- No SD card was located only a blank shipping card
 - Therefore no stored data of airspeed would be able to be obtained
- No evidence was noted of any abnormalities that would have precluded normal operation

Mr. Hall was asked to provide performance numbers and charts to determine takeoff roll distance needed, he was also asked to provide the procedure for takeoff. He stated that he would and that takeoff is at 10 degrees of flaps and an airspeed of 50 knots. He further stated that he would be sure to send that information as well as the photos and his exam report to the IIC upon his return to Wichita.

Phone call ended at 1555 EDT

The following are excerpts from field notes provided by Mr. Hall

- On 06-02-15, two FAA Aviation Safety Inspectors and this investigator [Mr. Hall] examined the wreckage at a secure hanger at MacArthur Airport
- The recovered wreckage was laid out and all major components (ailerons, flaps, elevators, and rudder) of the airplane were accounted for during the wreckage examination.

- All primary flight control cable continuities were confirmed from the cockpit to their respective flight control surface via cables disconnected at turn buckles during recovery initiatives and the right aileron control cable separated at the co-pilots control stick assembly.



Photo 1: Right Aileron Cable as Found (Courtesy of Textron)



Photo 2: Right Aileron cable as found at Control Stick Connection (Courtesy of Textron)

-END-