



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: August 24, 2016
Person Contacted: Robert Lacourse, FAA FSDO, Rochester, NY
NTSB Accident Number: ERA16LA296

Narrative:

Mr. Lacourse was interviewed via telephone. He stated that he examined the wreckage and observed damage to the fuselage and both wings. He retained a section of separated rudder torque tube and will forward it to the NTSB Materials Laboratory.

Mr. Lacourse added that although the accident airplane was assembled and issued an FAA experimental airworthiness certificate in 2000, the kit was actually a 1994 model. On August 22, 1995, the kit manufacturer released Service Letter No. 47 (SL-47), applicable to the accident airplane, which advised owners that the company had recently noticed signs of fatigue in rudder pedal torque tubes. The SL instructed owners to inspect the areas for fatigue and offered a reinforcement kit (P/N 35015.000). Further, in 2000, the kit manufacturer redesigned the rudder pedal torque tubes, to include a reinforcement similar to what had previously been offered in the reinforcement kit.

Mr. Lacourse added that the accident airplane was not equipped with the newer rudder torque tube design, nor was it equipped with the reinforcement kit offered in SL-47.