

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 11:15 AM	DATE 10/05/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Richard Araujo, General Manager, Noreast Aviation Services, Inc., New Bedford Regional Airport, Phone: [REDACTED]		ROUTING SYMBOL INITIALS	
SUBJECT Inquiry into R/H elevator removal and installation - N836GW			
DIGEST Aviation Safety Inspector (ASI) Aulio A. Giron (Giron), accompanied by ASI Craig A. Souza (Souza) and ASI Christopher J. Valhuerdi (Valhuerdi), arrived at Noreast Aviation Services, Inc. (Noreast), a 14 CFR Part 145 repair station with certified repair station (CRS) number located at New Bedford Regional Airport (EWB) and met with Richard Araujo (Araujo), General Manager for Noreast.			
ASI Giron first asked Araujo how long the N836GW was at Noreast. According to Araujo, the aircraft arrived at some point in 2015 and was worked on for approximately 6 to 7 months. Next question asked was who painted the airplane, to which Araujo responded with both Noreast and Mark Bulman. Mark Bulman hired a helper, an automotive body shop technician with experience painting, to help paint the airplane. ASI Giron asked if Mr. Bulman's helper worked on removing any of the flight controls to which Araujo quickly responded that all removal of flight controls was performed by repair station personnel. ASI Giron then proceeded to ask who removed the right elevator on the aircraft. Araujo indicated that the			
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CONCLUSION, ACTION TAKEN, OR REQUIRED Question Mr. Alan Gurner to determine how the right elevator was removed from the aircraft.			
DATE 10/05/2017	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

right elevator was removed by a Mr. Alan Gurner (Gurner), who was described by Araujo as the "sheetmetal guy." When asked where Gurney was, Araujo indicated he was on vacation and would be back on Tuesday, October 10, 2017.

ASI Giron then asked Araujo to describe how he would normally remove the elevator on a Cessna 402B aircraft, specifically the removal of the hardware used to connect the elevator trim tab to the elevator trim actuator assembly. According to Araujo, when removing the elevator on a Cessna 402B aircraft, he would always remove the attachment hardware at the trim tab end as opposed to the elevator trim actuator assembly end. The elevator is then removed from the aircraft leaving the elevator trim pushrod attached to the actuator. The pushrod would then be safety wired to the aircraft structure in order to maintain the rigging of the elevator trim even if someone were to inadvertently operate the manual trim wheel. Although Araujo did not remove the right elevator he stated that the pushrod was disconnected at the trim tab end not the actuator end. Araujo also stated that the hardware used to connect the pushrod to the actuator and the trim tab has two safety devices which are the cotter pin and the phenolic material within the castellated nut.

ASI Giron asked Araujo if he verified that all of the hardware connecting the pushrod to the elevator trim actuator was in place prior to installing the right elevator to which he confirmed it was. Additionally, Araujo stated that after the elevator was installed, the travel of both the elevators and elevator trim tab was checked. Araujo continued by stating that the one of the primary reasons the right elevator was removed in the first place was because Gurney had found a crack on the right elevator control tube assembly end fitting during the annual inspection.

Finally, ASI Souza asked Araujo if the elevator was only removed and re-installed once during the entire time the aircraft was in maintenance. Araujo confirmed that the elevator was only removed and re-installed one time.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 11:30 AM	DATE 10/11/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Alan Gurner, Technician, Noreast Aviation Services, Inc., New Bedford		ROUTING	
Regional Airport, Phone: [REDACTED]		SYMBOL	INITIALS
SUBJECT Inquiry into R/H elevator removal and installation - N836GW			
DIGEST Aviation Safety Inspector (ASI) Aulio A. Giron (Giron) arrived at Noreast Aviation Services, Inc. (Noreast), a 14 CFR Part 145 repair station with certified repair station (CRS) number NCLR674G located at New Bedford Regional Airport (EWB) and met with Alan Gurner (Gurner), aircraft maintenance technician employed by Noreast.			
ASI Giron first asked Gurner to describe in his own words how the right elevator was removed from the aircraft. Gurner proceeded to detail the removal process focusing on the removal of the elevator hinge bolts and how a pin was inserted as a bolt was removed to prevent the elevator from falling. ASI Giron then asked Gurner to access the Cessna 402B maintenance manual and find the elevator removal procedure. ASI Giron then had Gurner read the second step detailed in the elevator removal procedure and asked Gurner if this is how he removed the elevator. The second step in the Cessna 402B maintenance manual for the removal of the elevator states the following: (See Figure 6-2) Disconnect elevator trim tab push-pull tube (19) by removing nut, washer and bolt, and unscrewing from actuator.			
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CONCLUSION, ACTION TAKEN, OR REQUIRED Continue investigation.			
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DIGEST (CONT)

Having read the procedure, Gurner confirmed that he did not disconnect the hardware from the actuator end. Rather he removed the nut, bolt, and washer connecting the push-pull tube to the elevator trim tab horn. Gurner left the trim tab push-pull tube connected to the elevator trim actuator. Once the elevator was removed, Gurner safety wired the clevis end of the push-pull tube to the aircraft structure in order to prevent someone from mis-rigging the elevator trim system inadvertently.

Gurner elaborated that disconnecting the elevator trim push-pull tube from the trim tab horn as opposed to the actuator is common practice amongst maintainers of the particular make and model of aircraft. The hardware on the trim tab horn is far easier to access than the hardware on the elevator trim actuator and safety wiring the push-pull tube works to prevent having to rig the elevator trim system if someone inadvertently spins the manual trim wheel when the right elevator is removed.

ASI Giron asked Gurner if anyone assisted him during the removal of the elevator. Gurner responded that yes, another technician had assisted him during the removal of the right elevator. ASI Giron asked Gurner if the technician who assisted him during the removal of the right elevator removed the elevator trim tab hardware. Gurner confirmed that only he removed the elevator trim tab hardware and the assistant was simply there to support the right elevator during the removal process.

ASI Giron asked Gurner how many times he had removed the elevator on a Cessna 402B. Gurner indicated he had removed the elevator a few times.

ASI Giron asked Gurner if he could remember inspecting the hardware on the actuator end after the elevator was removed. Although he could not tell me with certainty that he did he informed me that there was a high chance that he looked at the hardware because he would have been looking for corrosion and to see if a cotter key was in place.