

January 31, 2018

Timothy W. Monville
Senior Air Safety Investigator
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147

Re: Aircraft: Cessna 402B ("Cessna 402")
Registration No.: N836GW
Owner: F/V Theresa Madeline, Inc.
Date of Loss: September 13, 2017
Accident No.: ERA17LA329

Dear Mr. Monville:

Pursuant to your request I am providing a statement, as follows:

1. That no work, repairs, adjustments or installations were made to the elevator primary or secondary flight control system on N836GW between the annual sign off on 2/6/2017 as contained in the AD Compliance Record (including the actual delivery of N836GW on January 28, 2017, see below) and September 13, 2017;
2. F/V Theresa Madeline, Inc. acquired N836GW in 2004 and has operated the aircraft since that time.
3. That on January 27, 2017, Nor East Aviation informed me that the annual inspection had been completed and the aircraft was ready for pickup.
4. That on January 28, 2018, a friend flew me to KEWB where I met with Richard Araukjo of Nor East Aviation for a brief review of the work after which the aircraft was fueled , preflight completed and flown by me to KHYA.
5. That Nor East Aviation solely performed the removal and installation of the flight controls including elevators on N836GW and that neither I nor my assistant Patrick Kennedy were present when the flight controls were removed or installed on N836GW;
6. That I had no notification or knowledge of AD2016-07-24 or AD 2016-17-08 prior to the September 13, 2017 accident and felt confident that an annual inspection and airworthy certificate from a licensed repair facility would include compliance with AD2016-07-24;
7. Prior to completion of the annual inspection on or before January 27, 2017, Nor East Aviation contacted me regarding an extensive exhaust AD for the left engine and that the right engine while still in compliance is nearing time. The right and left exhausts were repaired to compliance, point being that I take ADs seriously. Nor East Aviation's annual

inspection program was relied on by me and N836GW and had been followed for approximately 10 years on that program with the aircraft monitored and adjusted as needed or required; and

8. That being a pilot and a major part of the preparation of the aircraft for painting I can assure you that at no point after the flight controls were removed was there a trim actuator tube for the right elevator (safety wired or otherwise) at the rear of the aircraft as seen in pictures previously provided; and
9. I have had no correspondence with Nor East Aviation during or after the annual was completed about the AD referred to in paragraph 6 above other than counsel's request for the name of Nor East Aviation' insurers. I have reached out for an explanation and received no response.
10. On February 14, 2017, after flying N836GW approximately 10 to 12 hours, the aircraft was returned to Nor East Aviation for adjustment/inspection as I was preparing for a trip to Florida with my children. The exhaust was the focus and was inspected and corrected by Richard Araujo at the Nor East Aviation ramp.
11. I have included Pat Kennedy's contact info if you should chose to further verify. His telephone number is [REDACTED]

Sul

Ma