



Memorandum For Record

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NTSB Accident Number: ERA18LA087

The following information concerning the postaccident inspection of the glider and tow plane with Federal Aviation Administration oversight was provided via e-mail on March 29, 2018, by Justin Pearson, Chief Inspector of Air Care, Inc.

"Here is a quick run down of what we found during the inspection of N1186S (Schweizer SGS 2-33A)

1. Aileron Travel

- LH UP 38.5° DOWN 19.4°
- RH UP 39° DOWN 20°
- Travel limits per maintenance manual and TCDS 38° ± 2° UP and 18° ± 2° DOWN
- Aileron control movement was continuous and free in both directions

2. Elevator Travel

- UP 17.5°
- DOWN 30.8°
- Travel limits per maintenance manual and TCDS 23° ± 2° UP and DOWN
- Elevator measured from horizontal faired in position. Neutral could not be determined from maintenance manual
- Elevator control movement was continuous free in both directions

3. Elevator control cables low on tension.

- Upper cable reading below first registered reading on tensiometer of 10 lbs
- Lower cable reading 15 lbs
- Elevator control cable tension per maintenance manual should be 30 ± 5 lbs
- No cable in protruding from upper cable nicopress (could be poor manufacturing or slipping)

4. Rudder cables appear intact and loaded with spring tension

- No cable tension given in maintenance manual for rudder system

5. Tow hook release above maintenance manual limits

During the inspection of N8401V (Aero Commander CALLAIR A-9), we found that the tow release hook operated in a normal fashion within limits of pull test per Schweizer maintenance manual.

Both tow hooks appeared normal and intact. Cable tensions checked with calibrated Wac Engineering Co C-8 tensiometer last calibrated 10-18-2017, travels were checked with Kell-Stom Aero Angle digital protractor, and pull test were done with two pull scales calibrated 11-13-2017.”