



MEMORANDUM FOR RECORD

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Records Examination

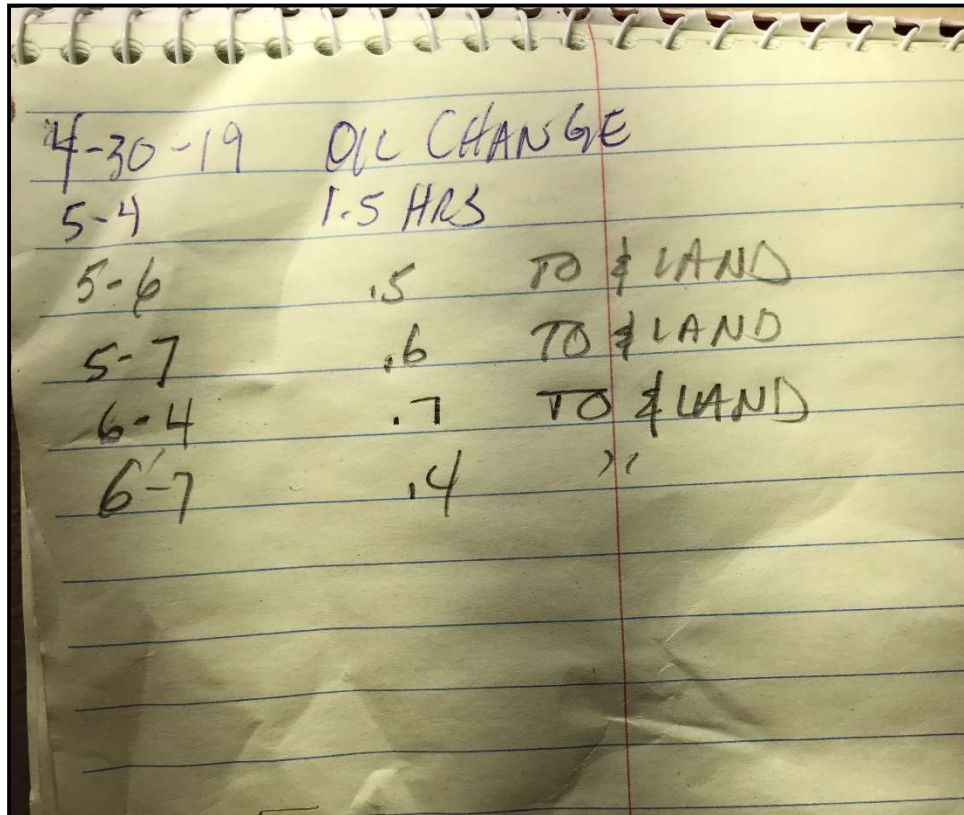
Records Examination

The airworthiness certificate history indicates that the manufacturer was going to pursue type certification of the airplane but that was never realized. The airplane had a maximum gross weight of 1550 lb and a maximum speed of 112 mph. In June 1957, the airplane was issued an experimental, amateur built airworthiness certificate at the request of Fred Trella since there would be no others built. At the time of experimental certificate issue, the airplane had accrued about 206 hours time-in-service (TIS) and the engine had accrued about 221 hours TIS. In September 1964, the airplane was fitted with a Lycoming O-290-11 (D) engine that generated 125 hp at an airplane time of 314.5 hours TIS. The last certificate application from Trella listed Fred Trella as the owner, a total airframe time of 579.5 hours, and was dated April 14, 1978.

The airplane was sold by Fred Trella to David Cleavinger in July 1978 who last obtained an airworthiness certificate in May 1979 at an airframe time of 597 hours. The airworthiness certificate issued at this time had no expiration. In July 1986 David Cleavinger sold the airplane to Frennace Slater who registered the airplane. In June 2014, the accident pilot, Russell Darrow, purchased the airplane in an unairworthy condition from the estate of Frennace Slater. The airplane was most recently registered to Russell Darrow in August 2017.

The airplane logbook indicated the airplane underwent overhaul and assembly between June 2014 and June 2017. The airplane was equipped with a Lycoming O-320 engine that generated 160 hp and a Sensenich wood propeller during the overhaul. The logbook indicated the airplane was assembled in March 2017 with new paint and all new hardware. The flight controls were rigged, and all the cables were tensioned. The accident pilot held a commercial, flight instructor, and mechanic certificate. The pilot signed off the airplane in an airworthy condition on June 1, 2017, with an unknown number of airframe hours and began flying. Several flights were annotated in the logbook between June 15, 2017, and September 18, 2018, with a total of 15.9 hours accrued on the airplane. An entry on July 4, 2017, stated that high speed tests were conducted and the airplane "experienced rudder flutter at 110 mph". An entry dated August 1, 2017 to May 1, 2018, stated "Removed rudders, designed and built balance weight brackets. Balanced both rudders at 100%. Balanced elevator at 100%. Reinforced tail booms. Retensioned rudder & elevator cables." An entry on June 21, 2018, indicated the airplane was tested at high speed up

to 140 mph with no adverse tendencies. An additional 7.5 hours of flight time were logged after the high speed test. A notebook found in the airplane at the accident site listed a total flight time of 3.7 hours between May 4 and June 7, 2019.

A photograph of a handwritten page from a spiral-bound notebook. The page is yellowed and has horizontal blue lines. The handwriting is in dark ink. At the top, it says '4-30-19 OIL CHANGE'. Below that, '5-4 1.5 HRS'. Then a list of dates with flight times and destinations: '5-6 .5 TO LAND', '5-7 .6 TO LAND', '6-4 .7 TO LAND', and '6-7 .4 '''. The notebook is bound on the left side with silver rings.

4-30-19	OIL CHANGE
5-4	1.5 HRS
5-6	.5 TO LAND
5-7	.6 TO LAND
6-4	.7 TO LAND
6-7	.4 ''

Figure 1 - Summary of flight time between May 5 and June 7, 2019.