



Memorandum For Record

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NTSB Accident Number: ERA20LA297

As part of the investigation the rudder trim tab actuator, and left and right elevator trim tab actuator extension dimensions were documented and sent via e-mail on January 27, 2022 to a representative of the airframe manufacturer.

The following dimensions were provided:

Rudder Trim Tab Actuator: Measured 10.00 inches from Actuator jam nut to the actuator securing bolt on the control surface

Left Elevator Trim Tab Actuator – Measured 4.25 inches from Actuator jam nut to the actuator securing bolt on the control surface

Right Elevator Trim Tab Actuator – Measured 4.00 inches from Actuator jam nut to the actuator securing bolt on the control surface

The airframe manufacturer representative responded on January 28, 2022, at 1150 with the following information:

“The right elevator tab.0 to .05 up deflection. This would be 0 degree trim

The Left elevator tab .5 to .75 up deflection this variance could only happen if the drive chain was 1 to 2 teeth off from center. My opinion is the chain when installed on the actuator was not centered with the same number of links on each side of the actuator drive sprocket on the left-hand tab drive actuator. Or possibly the tab attaching point was bent. More likely the tab was fared in with 0 degrees trim.

The Rudder was at .0 to .025 left deflection that would be considered 0 degrees of rudder trim.”

The information was included in the factual narrative.