



Memorandum For Record

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Date: February 9, 2023
NTSB Accident Number: ERA21FA346

On February 8, 2023, at 1051 EST, consultation was made with Charles Cates, a National Transportation Safety Board (NTSB) Flight Data Recorder (FDR) Subject Matter Expert (SME). The call was made to discuss the secondary trim settings recorded by the FDR during the accident flight.

He indicated that the rudder trim setting was not a recorded parameter by the FDR.

With respect to the aileron trim¹, the recorded value before the start of the takeoff roll was 17° tab trailing edge down (TTED), or wing down, while the value during the accident flight takeoff was between 11° TTED and 10° TTED. The recorded values of aileron trim during takeoff for the entirety of the recorded data were between 12° TTED and 10° TTED².

With respect to the elevator trim, the recorded value during the accident flight was 18.02° TTED, or airplane nose-up (ANU). The recorded values of elevator trim during the entirety of the recorded data were between 17.75° ANU and 18.25° ANU³.

Thus, the recorded aileron and elevator trim readings during the accident flight takeoff were consistent with the previous takeoff settings.

The Memorandum For Record (MFR) was e-mailed to the SME for review on February 9, 2023. He responded the same day at 0944 EST with, "Tim, this looks good." The MFR was e-mailed to the investigative team on February 9, 2023, and will be placed in the NTSB public docket.

¹ The aileron trim tab is installed only on the left aileron.

² These values were not consistent with the setting that was expected. No determination was made for the reason of the recorded values. The airplane Type Certificate Data Sheet specified that the up and down aileron trim range were 20° + or - 2°.

³ These values were not consistent with the setting that was expected. No determination was made for the reason of the recorded values. The airplane Type Certificate Data Sheet specified that with the Horizontal Stabilizer Positioned at +1° the up range was 5° + or - 1° and the down range was 15° + or - 1°.