



Memorandum For Record

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As part of the investigation, the Federal Aviation Administration (FAA) inspector provided NTSB scanned copies of all available airframe maintenance records for review.

A review of the 1st airframe logbook revealed the first page after the cover page that contained writing indicated, "previous log books missing¹." The next page contained an entry dated June 14, 1975 associated with an annual inspection at 500 hours total time. The last entry in the logbook dated November 21, 2005 associated with an annual inspection at 1,774.63 hours airframe total time. A note in the entry specified, "First 3 years logs missing."

An entry associated with an annual inspection dated July 15, 1977 specified compliance with Airworthiness Directive (AD) 76-17-03. That AD was one-time and required compliance within the next 25 flight hours.

There was no entry associated with repair of the left horizontal stabilizer or outboard rib of the left horizontal stabilizer.

A review of the 2nd airframe logbook revealed the first page associated with replacement of a new landing light was dated April 12, 2006. The total time at that time was recorded to be 1,801.4. The last entry in the logbook dated July 17, 2020 associated with replacement of the right main landing gear tire. The airplane total time at that time was 2,658.79 hours.

There was no entry associated with repair of the left horizontal stabilizer or outboard rib of the left horizontal stabilizer.

A review of the 3rd airframe logbook revealed the first page associated with annual inspection was dated February 5, 2017. The total time at that time was recorded to be 2,416.94. The last

¹ According to the FAA Airworthiness File, FAA Form 8130-6, Application for Airworthiness Certificate indicated the date of application was 26 May 1972. Thus there were just over 3 years of airframe maintenance records missing.

entry in the logbook dated January 13, 2021 was associated with the flap motor assembly. The total time at that time was recorded to be 2,918.09/

There was no entry associated with repair of the left horizontal stabilizer or outboard rib of the left horizontal stabilizer.