

Date 04/08/2024

Leah Yeager - Read
Senior Air Safety Investigator
[REDACTED]
Denver, Co 80239

Re: N595ND 100HR / Annual inspection

Dear Leah Yeager - Read,

An inspection was conducted at our facility on N595ND Below is my statement and account of the aircraft history and its previous inspection.

The aircraft was received to the Aviator fleet during COVID. The aircraft had gone through a conformity inspection by previous employees before being added to our 141 Fleet. Sometime in the past year the aircraft had received 2 overhauled engines. During this time the employee that had previously installed the overhauled engines had resigned his position at Aviator College. At this time as the sole and only employee holding Inspection Authorization took over the aircraft inspection. The aircraft was returned to service to complete a series of test flights. The aircraft was returned to service after multiple test flights were conducted. During the preceding 100 HR the aircraft was flown and operated under Aviator College 141 flight program.

I received the aircraft from the flight line pending an 100HR/Annual inspection. I recall running the aircraft for its pre inspection. The aircraft and engines performed within limits of the POH and the aircraft maintenance manual. The aircraft was positioned in front of the hanger where the initial preliminary inspection was conducted. Both engines were inspected and serviced I.A.W. with an 100hr/Annual inspection aircraft inspection guide. Upon the initial inspection I found a number of discrepancies including cylinder hold down nuts loose and improper flaring of right engine prop governor assembly line. At this time, I also noted that the landing gear both mains and nose showed excessive wear. I instructed staff to reposition the aircraft to the back of the hanger. The aircraft remained in that position for the next 10 days, during this time I conducted repairs on the main landing gear. With continuing the inspection found additional play in the left aileron horn bearing worn. An apprentice and I removed and replaced the horn bearing and pulled both left and right balance cable out for inspection. No defects were noted with the cable. The cable was than greased and reinstalled. After said maintenance was performed, I advised my staff to move the aircraft to the outside position for post run. At this time, the aircraft was post run with no defects noted,



all indications were normal and no leaks were noted. Both engines were cowed up and the aircraft was positioned in its tie down location.

Thursday, before the incident, I and another staff member performed a quality check on the aircraft. Verifying all aircraft panels and general condition was in an airworthy state. My associate and I noted some fingerprints on the bottom of the cowling and near the left flap. I advised one of my apprentices to wipe the aircraft down and remove grease marks.

I have been advised that the aircraft has no discrepancies, noting any engine throttle issues prior to the incident. Also been advised the aircraft functioned normally through its previous flights including the one just prior to the incident. After today's meeting, I was advised by your investigation that there might have been an issue with the right carburetor arm mechanism with a possibility of slipish due to play.

Leah Yeager-Read I have spent the last 30 years working on aircraft. I have forefront the investigation in another incident not related to our school and have always put aviation safety in the forefront. I understand and fully respect the NTSB findings. I am still trying to understand how something as important to me, that is considered as my pet peeve and excessive need for detail of that component could be missed.

My life in aviation will forever be affected by this event. My only hope is that a lesson can be learned from this.

If you have any questions or require assistance, I can be reached at [REDACTED]. I also, can be reached by email at: [REDACTED]

Sincerely,

[REDACTED]

Chris Speer
Director of A.M.T. Programs
Ari Ben Aviator, Inc,
DBA Aviator College of Aeronautical Science & Technology