



MEMORANDUM FOR RECORD

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Eastern Region

Date: 05/01/2026
Subject: MX questions for N530RH modified airplane
NTSB Case Number: ERA26FA185

The manufacturer of MX airplanes was emailed several questions on how the MX airplane, specifically N530RH was built. The responses are summarized below.

When asked about the documentation or specifications that were used as it relates to the elevator horn for N530RH, a lot of the discussions took place on the phone and was also discussed in person. The initial email about creating the balance tubes was supplied.

When asked are there any manuals or service bulletins or maintenance records that show torque values for the plugs that go into the elevator horn, or any secondary locking device that would be used on the plug. The manufacturer stated there were no manuals. The plugs supplied were manufactured with a tapered NPT style thread and an O-ring used as a secondary lock. An advisory was issued after the incident asking for them to be removed. The plugs were always designed as a short term solution.

When asked about conversations with the pilot/owner of N530RH, about the plug being located on the inside of the elevator and the possibility of the plug backing out jamming the controls? The manufacturer responded, he vaguely remembers it couldn't go on the outside. Two reasons, one was the outside section is not a flat surface and the other was if it was recessed in you would only have minimal room to place weight.

When asked about a service letter that went out from MX after the accident, the manufacturer responded with Yes, a Mandatory service letter 2025-01 was sent out to remove the set up. The service letter explained how to remove the set up.

Any other information I should know of about this airplane? The manufacturer responded, Not really. Anything else I add would only be speculating.

Daniel Boggs
NTSB