

Record of Visit/Conversation

Name: Gary W. Roach
Address: [REDACTED] Plamerton, PA 18071
Phone: [REDACTED]
Date: 11/20/2017
Description: Mechanic interview regarding Cessna aircraft N22092.

On November 20, 2017, Aviation Safety Inspector Haase of the Harrisburg Flight Standards District Office and Aviation Safety Inspector Gilbert of the Allentown Flight Standards District Office conducted an in-person interview with Gary W. Roach (Roach) at Jake Arner Memorial Airport, 2321 Mahoning Drive, Lehighton, PA to discuss the possible deviations discovered during the course of the accident investigation to provide guidance, counseling, and advice.

Roach was asked, by Inspector Haase, if he was willing to discuss his past interactions with aircraft Cessna 150H N22092. Roach replied that he was. At this time Inspector Haase presented Roach with the Compliance Philosophy and Airman Rights Brochure and explained the compliance philosophy.

Roach was asked how long he has held an Inspection Authorization (IA). Roach stated that he has held an IA since 1992. Roach was then asked if he was familiar with the fixed wing Cessna Registration Number N22092. Roach stated that he was and added he has been doing miscellaneous maintenance tasks and performing the annual inspections on that aircraft for "quite some time now". Roach also stated he wasn't sure the first time he'd seen that particular airplane, but was thoroughly familiar with it. Roach was asked if he was aware that N22092 was involved in an accident on the evening of October 22, 2017. He replied that yes, he was aware that something had occurred but did not know the details.

Inspector Haase proceeded to describe the details of the accident. Roach was asked how he performs annual inspections and he stated he does his inspections in accordance with 14 CFR 43 appendix D. When asked how he determines airworthiness of articles he is inspecting, Roach stated he uses manufacturer's data and data found in Advisory Circular (AC) 43.13-1B. It was at this point Inspector Haase informed Roach a broken rudder cable was discovered during the course of the examination of the wreckage. Roach reiterated that he does his inspections "by the book".

The broken rudder cable was then shown to Roach by Inspector Haase. Roach was then asked if he could explain how this (broken cable) could have occurred. Roach stated he did not know and he should probably "tighten up" his inspections. Inspector Haase told Roach that he "normally sides with the mechanics, but in this case, I (Inspector Haase) did not have a leg to stand on." Inspector Haase then went on to point out various characteristics of the break (e.g. dirt accumulation on the broken strands, flat spots and wear marks on the cable, etc.) which indicate this cable has been in "failure mode" for quite some time, and this did not just happen between the time of the accident and the last annual inspection. Inspector Haase made it clear he was hypothesizing and not accusing Roach of anything. Inspector Haase gave Roach two possible scenarios. One where Roach did not remove the inspection panel (as required) to inspect the cable and one where Roach did in fact remove the inspection panel and failed to recognize the cable was failing. It was then conveyed to Roach, if the latter was true, the failure

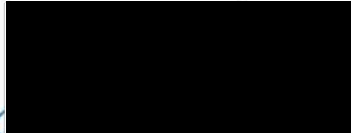
of recognizing the failing cable was a result of incompetency or his failure to adequately clean the area to perform the inspection properly. Roach did not dispute anything that was said to him, although he did state once again, he needs to "tighten things up."

Inspector Gilbert stated to Roach this could have resulted in a very different discussion. Inspector Gilbert described a scenario to Roach where instead of him talking to two FAA Inspectors, he could be talking to the attorneys of two widows and facing a civil liability lawsuit.

Inspector Haase and Inspector Gilbert, with Roach's participation, went on to discuss root cause analysis and determined the root cause of Roach's failure to detect the failing cable to be complacency. The discussion also included implementation of controls to insure compliance with pertinent rules and regulations. Also, thoroughly discussed were acceptable maintenance procedures and practices, acceptable inspection techniques, (found in AC 43.13-1B) the negative ramifications of complacency in the performance of inspection/maintenance tasks, techniques to avoid complacency, proper maintenance logbook entries, and a thorough review of 14 CFR 43.9, 43.11, 43.13, 43.15 and 43 Appendix D. Various options to achieve compliance were also discussed as well as pertinent observations, insights, and lessons learned.

Roach's demeanor and attitude was compliant and non-confrontational throughout the visit.

Roach was advised that he may be contacted by this office if further information is needed.



Harold W. Haase
Aviation Safety Inspector