

7/26/2017

July 15, 2017 Terry and I started the installation copilot toe brakes as requested from Gylnn.

Installation of co-pilot toe brakes requires the removal of the engine control quadrant and the yoke to get access to remove the rudder pedal bar.

Planned to finish the job by Sunday July 16th 2017 but were unable to due to the amount of time for the job. Terry and I continued to work on the airplane on Monday and Tuesday and decided to continue the work on Saturday July, 22nd 2017.

Saturday July 22nd 2017 started early 9am and stayed to 8:30pm completing the work on Gylnn's plane. We had finished the installation of the co-pilot toe brakes. We bleed and brake system, rigged the flight controls and checked all the cable tensions. Saturday, I also performed an oil and filter change, replaced all the brake linings with new, and removed and replaced both fuel cap gaskets with new.

Sunday morning July, 23rd 2017, I had the aircraft washed by Gregorio. I came to taxi and double check everything that was done on the aircraft. Everything seemed right. Flight controls were smooth and brakes worked well along with the aircraft being clean. I left the airport and called Gylnn to inform him that the aircraft was ready. After two hours, my friend called and let me know that Gylnn had crashed the aircraft on the runway and I hurried back to the airport. I met with Gylnn and his wife along with the airport operations. I helped move the aircraft off the runway and stored it in Jeff Soule's maintenance hangar with the help of Jeff M.

The next day July 24th 2017 in the morning I noticed what had happened that the aileron controls were rigged incorrectly

Niknam Nickraves

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