



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: January 31, 2020
Person Contacted: Mr. Greg Horrell (FAA Principal Maintenance Inspector)
NTSB Accident Number: WPR19TA248

Narrative:

During a conversation with Mr. Horrell he reported the following:

The inspector reported that the airplane is equipped with a 1 ¼ inch tailwheel leaf spring. The new tailwheel, which was designed for a Maule airplane, was designed for a 1 ½ inch tailwheel leaf spring. Therefore, a shim would have needed to be installed in between the tailwheel and tailwheel leaf spring to ensure a proper installation. In addition, it would require a longer bolt to ensure the bolt would properly secure within the locking nut.

The owner reported to the FAA that he installed the tailwheel and did not put a shim between the tailwheel and the tailwheel leaf spring. However, he did install an elastic locking nut on the through bolt.

An FAA on scene examination revealed the bolt was still present in the leaf spring, but the locking nut was not present (and was not located on the runway). There were no indications that a shim was installed. The bolt was removed from the leaf spring and measured; it was not long enough to reach the locking portion of the locking nut. Therefore, it is likely the tailwheel vibrated the nut loose causing excessive play in the tailwheel.

The mechanic who completed the airplane's last condition inspection reported that the original tailwheel was installed on the airplane at the time of the inspection. He never inspected the new tailwheel because it is not required to be until the next condition inspection.

The FAA Inspector sent the below photos of the tailwheel assembly.

END.

Submitted by: Samantha Link



Figure 1: Tailwheel



Figure 2: Missing Nut



Figure 3: Bolt

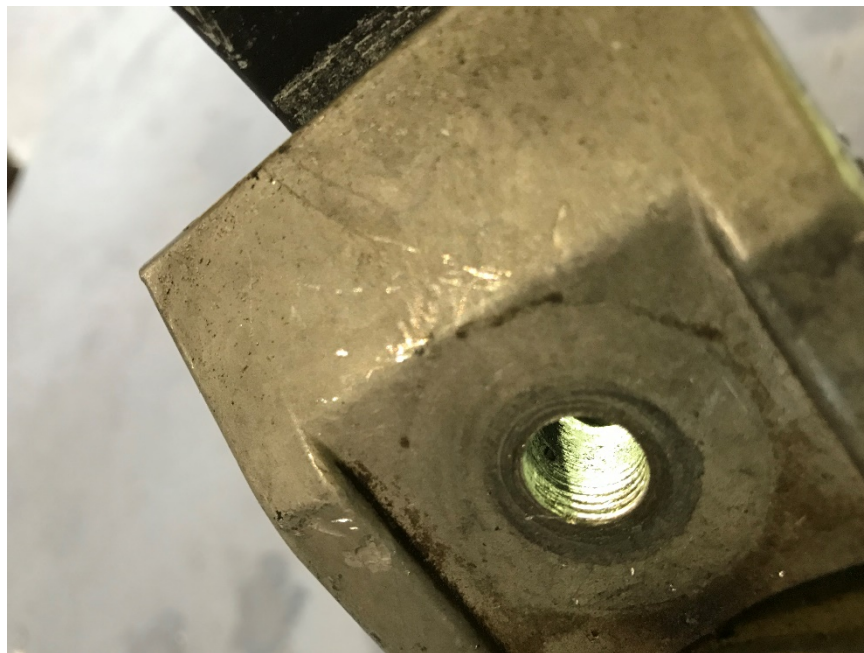


Figure 4: Bolt Hole

END OF PHOTOS.