



Please find my introductory, 83-page response attached in PDF format.

Delta Whiskey <[REDACTED]>
To: Destin.Hinton [REDACTED]

Mon, Nov 16, 2020 at 6:59 PM

Binder7.pdf

Thank you for your phone call this afternoon, but I had my head in this documented response to Officer Bristol and didn't want to talk to anyone. I think you'll understand as you begin reading my material. **The bulk of the pages are the product of your agency.**

I've never had the occasion to order this FAA, \$20-product showing the life of an aircraft & the people who created Her, and the lechers who touched Her.

I will assume full responsibility for the accident you are to adjudicate, if you are able to wade back through the administrative Swamp we live in to discover accurately what the condition of:
The hydro-mechanical Brake system is,
the mechanical linkages of the Rudder system is, and
the Wheel bearings is, presently, to my equitable satisfaction.

I aired the tires & wheel to 22 psi three days prior to the accident.
I visually inspected the Spring, which ties the rudder pedals together at the base of the interior firewall - up close and personal.

I crawled the fuselage tunnel back to near the horizontal empennage, visually inspecting.
On the way back out the tunnel, I took the rear seat apart so that I could unbolt the 5-point' anchor. Thereupon, I fiddled & adjusted the seat harness to fit my 68", 150# frame, snugly.

That, **moreover Providence, allows me to tell you the answers, now.**
I expect you to find someone to interview the men I have identified herein: Binder 7.
And I expect to see or hear a transcript of those answers - sooner than later.

Anyone with access to the link provided below, has access to my Binder 7.

I am very respectfully yours,
Daniel W. Marsh Certificate [REDACTED]