
Re: More work...

From Super Cubs Office <[REDACTED]>

Date Thu 11/7/2024 11:21 AM

To Stephen Stein <[REDACTED]>

Cc Bruce Reed [REDACTED]

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

My apologies, Stephen, I typed this incorrectly:

In the photos of what we put in our kits:

The axle is welded into the gear, the washer is only used to hold the brake caliper on.

On theirs, it holds the brake caliper and the axle onto the gear.

Thank you,

-Jen

Backcountry Super Cubs, LLC

1162 Prosperity Parkway

Douglas, WY 82633



On Nov 7, 2024, at 12:13 PM, Super Cubs Office [REDACTED] > wrote:

This is what we were asked to put on, which is 1.25" and less that .120 wall and bolts onto the flange.

<IMG_3971.jpeg> <IMG_3976.jpeg>

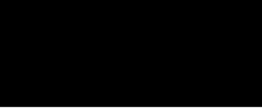
<IMG_3979.jpeg>

This is what we put on all of our kits, which is 1.5" and .188 wall thickness and is welded onto the flange.

<IMG_4221.jpeg> <IMG_4222.jpeg> <IMG_4223.jpeg>

Backcountry Super Cubs, LLC

1162 Prosperity Parkway
Douglas, WY 82633



<BCSC.png>

On Nov 7, 2024, at 12:11 PM, Bruce Reed  wrote:

Sent from my iPhone

Begin forwarded message:

From: Stephen Stein  >
Date: November 6, 2024 at 12:40:36 PM MST
To: Bruce Reed < >
Subject: Re: More work...

Hi Bruce - writing up the draft report now and am discussing the wheels. The pilot says you told him that the axles were insufficient to carry the loads of the airplane. I need a little more on this. What axles would you have recommended and what's the difference between the ones on the accident airplane (Acme?) and the ones you would have recommended?

Thanks,

Stephen

From: Bruce Reed 
Sent: Thursday, September 19, 2024 11:46 AM
To: Stephen Stein < >
Subject: Re: More work...

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Sent from my iPhone

On Sep 17, 2024, at 2:05 PM, Stephen Stein
[REDACTED] > wrote:

Thanks Bruce. Can you give me a rough number for labor with this so I can put in the request?

From: Bruce Reed <[REDACTED]>
Sent: Tuesday, September 17, 2024 12:30 PM
To: Stephen Stein <[REDACTED]>
Subject: Re: More work...

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We have started going through all wires and will run it again as soon as I can get to it I bought 4 cards to put in all the G3x and the EFII slots we should have it completed this week I hope.
Sent from my iPhone

On Sep 17, 2024, at 11:05 AM, Stephen Stein <[REDACTED]> wrote:

Good morning - I think Bruce might be away. Just looking for a response to my email below since the owner of this aircraft is eager for us to release.

Thanks,

Stephen

From: Stephen Stein
[REDACTED]
Sent: Thursday, September 12, 2024 2:28 PM
To: Bruce Reed <[REDACTED]>
Subject: More work...

Hi Bruce -

Here's what Rob P sent me as a guide to returning the EFII back into service. I think we could probably do items 1-4 and be OK.

I can request funds for this. About how long do you think you would need?

Thanks,

Stephen

From: Robert Paisley

Sent: Thursday, September 12, 2024 1:57 PM

To: Stephen Stein

Subject: Re: Wyoming visit

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Hi Stephen,

My approach with the electrical system would be:

1. Put a hand on every screw connection in the power and ground chains that feed the systems - look for loose connections.
2. Visually inspect each crimp connection in the power and ground chains - look for mechanical damage to distribution wires.
3. Look for a possible chafe spot on primary power distribution wiring.
4. Perform extended full power ground runs as practical to try to bring out any fault.
5. Keep the plane in the pattern for a period of test flying.
6. Make sure there are always data cards in both the engine monitor and EFII system during engine operation.

I hope that helps,
Robert

On Thu, Sep 12, 2024 at 1:16 PM Robert Paisley

< [REDACTED] >

wrote:

I am in the office now,
Robert
[REDACTED]

On Thu, Sep 12, 2024 at 1:12 PM
Stephen Stein

< [REDACTED] > wrote:

Hi Rob - Do you have some time to chat today or tomorrow? They were able to run the engine successfully, but weren't able to replicate the G3X flickering, but more importantly the ECU color coding change. Would like to get your thoughts on testing/examining the ECUs before I release the wreckage.

Thanks,
Stephen

From: Robert Paisley

[REDACTED] >

Sent: Monday, September 9, 2024 9:53 AM

To: Stephen Stein

[REDACTED]; Hanson,
Bruce J (FAA) [REDACTED];
Bruce Reed [REDACTED]

Subject: Wyoming visit

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,
Due to responsibilities in our shop, I will not be able to attend the visit to Back Country Super Cub this week in person. I will be available both days during the inspection for consultation by phone or video if required.

I believe Bruce Reed and his staff and the ASP rep have very good experience and resources on hand to perform the inspection in my absence. If any questions are directed to myself, I will make sure they are addressed quickly.

Thank you for your understanding,
Robert Paisley
EFII

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