

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: August 15, 2024

Subject: WPR24LA268, Memorandum for Record

Contact: James R. Crozier, President, Minden Aircraft Repair Inc.

The following is a synopsis of the information provided by Mr. Crozier during an in-person conversation.

He had recently completed the annual inspection of N4145B, a Piper PA34-220T. During the annual inspection, he did not note any anomalies with the flight controls or the stabilator trim controls. The normal process is to run the stabilator trim to the full nose up position, lubricate the stabilator trim shaft, then run the stabilator trim to the full nose down position. During the exam of the stabilator trim shaft, he operated the stabilator trim controls and his assistant lubricated the trim shaft.

After the accident occurred, they have now made it a practice to return the stabilator trim to the neutral position.

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Contact: David J. Berry III, Apprentice, Minden Aircraft Repair Inc.

The following is a synopsis of the information provided by Mr. Berry during an in-person conversation.

He is an apprentice with Minden Aircraft Repair Inc. and assisted in the annual inspection of N4145B, a Piper PA34-220T. Normally, during an annual inspection, his job would be to assist the mechanics with whatever they needed help with. During the annual inspection of N4145B, he did not recall lubricating the stabilator trim controls. Additionally, he did not recall if a functional check of the stabilator trim controls was conducted.