

## Fox Todd

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**From:** Fox Todd  
**Sent:** Thursday, May 15, 2014 4:45 PM  
**To:** 'Brian Veatch [REDACTED]'  
**Cc:** 'B.D.Veatch [REDACTED]'; 'Eric.L.Horstmeyer [REDACTED]'; Fox Todd; THelgeson [REDACTED]  
**Subject:** RE: CEN14LA230 - Logbook Information  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Veatch,

Just FYI... and to ensure your forthcoming NTSB accident report is accurate:

I have been looking over the maintenance logbook information you emailed this afternoon ... it appears there is a serious issue with the airframe total time calculation at this year's annual, dated 15 March 2014, which was propagated forward through the logbook. According to my calculations, on 15 March 2014, the airframe had accumulated 6,496.0 hours total time. (The logbook indicated 7,445.1 hours, and was in error of 949.1 hours). Then on 4 April 2014, the airframe had accumulated 6,499.5 hours total time.

Also, although not erroneously propagated forward through the logbook, the incorrect recording tachometer time was entered into the engine logbook on 6 December 2011. It read 2132.2, when it should have been 2123.2. (none of the calculated times were affected though)

Sincerely,  
Andrew Todd Fox  
NTSB, Air Safety Investigator

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**From:** Fox Todd  
**Sent:** Thursday, May 15, 2014 4:03 PM  
**To:** 'Brian Veatch [REDACTED]'  
**Cc:** 'B.D.Veatch [REDACTED]'; 'Eric.L.Horstmeyer [REDACTED]'; Fox Todd  
**Subject:** RE: CEN14LA230 - Logbook Information  
**Importance:** High

Mr. Veatch,

I received two emails from you this afternoon... one with the airframe, engine, propeller, and engine overhaul information... the other with copies of your pilot and medical certificates.

I have cropped the maintenance logbook information to make it easier to read (see attached).

I am still waiting for the last 24-months of your pilot logbook, the pilot endorsements pages (FAA checkride recommendations, flight reviews, tailwheel endorsement, etc.), and your completed NTSB accident report (NTSB Form 6120.1).

Sincerely,  
Andrew Todd Fox  
NTSB, Air Safety Investigator