

November 15, 2016 : Supplemental Evidence/Report Information

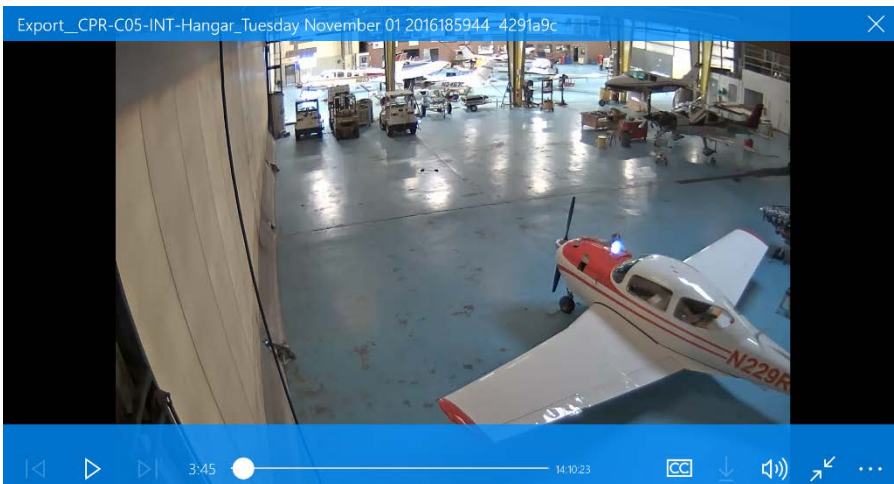
RE: Crosswind Aviation, LLC (7580-XL)
July 19, 2016 Aircraft Incident of N299RS

Review of Surveillance Video production from Atlantic Aviation (Crosswinds' Hangar-Landlord)

(All reviewed and confirmed by DOM "PH" & Mechanic "KH")



Claimant Mayes and wife unloading aircraft after Atlantic towed it into the hangar on Sunday - for Monday repair.



On Monday morning, Mayes removes cowling in less than a minute – before the insured's mechanic, KH (Kevin Haggard) gets there.

Mayes then stays with the aircraft throughout most of the 8 hour repair.



KH working on
REPAIR 2 -
replacement of missing
overboard fuel drain
line.



KH still working on
REPAIR 2 -
replacement of missing
overboard fuel drain
line.

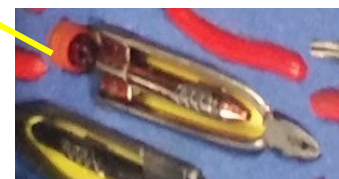


KH with the replacement “bolt” in his right hand for REPAIR 3. KH recalls putting the safety wire on the two bolts and then coming back with the safety wire tool.



KH next approaching the same area with a safety-wire tool in his right hand (taken from his fourth down right drawer – as seen in video) –

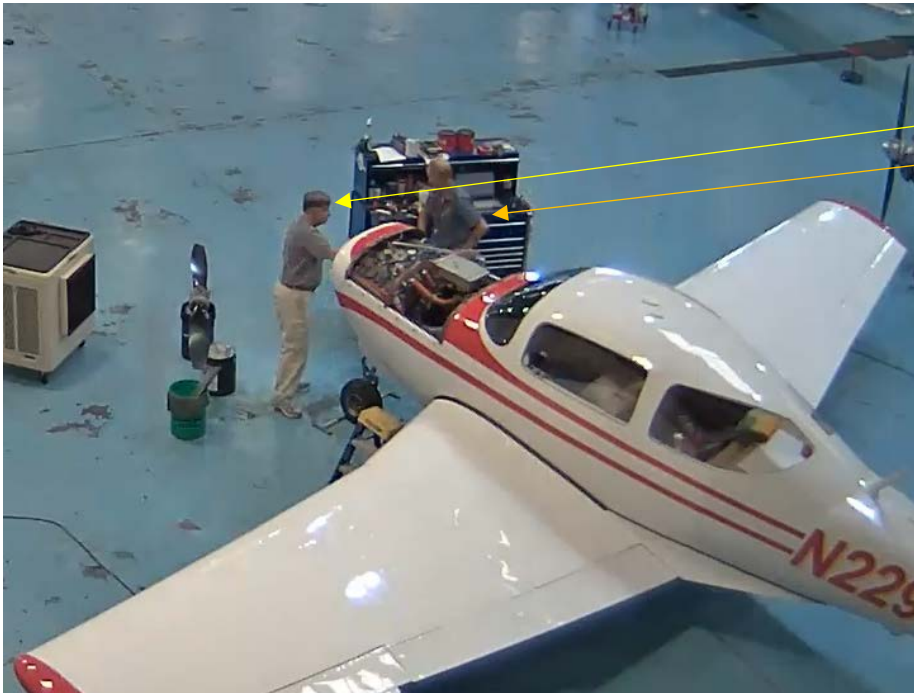
Mechanics photo of his 4th drawer with the tool in that drawer – sent to me on 11-15-16:



Note: On 11-15-16 PH and KH confirmed all descriptions as being accurate and within their memory – and as they had described to PM.

Following that conference call, PH and KH went out into the shop and took the toolbox photos confirming the location of the video-captured 4th drawer safety-wire tool location.





**Mayes and
DOM PH (Pat
Harrington) inspect
prop seal area.**



**Mayes inspects prop
seal area...while
waiting on seal cure
time.**

Export_CPR-C05-INT-Hangar_Tuesday November 01 2016190034_03cdf12  6:56:53 9:00:22	Mayes looking at safety wired-area from the left side with KH.
	KH pointing out how he ran the fuel line and showing Mayes the safety-wired bolt and assembly.

(In below frames [on next pages] Mayes then moves to the right side where he can have a different view of the same area – and of the safety wire in place [based on Crosswinds’ witness testimony – both PH & KH].)



While waiting on prop seal cure time....

Mayes looking at safety-wire area from right side.



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6:57:21 9:00:22

Export_CPR-C05-INT-Hangar_Tuesday November 01 2016190034 03cdf12



6:59:38 9:00:22



Mayes looks into the area of the safety wire and the drain line more than 5 times – this time he steps onto a step-ladder to get a better look.

And in the frames to the left – Mayes actually reaches inside to feel something in the area of the alleged “missing bolt” / “missing safety-wire”.



Mayes asks if he can put cowl on to save time as PH and KH install prop ...

– KH advises him to allow KH to take a last safety look at the repair areas first.



KH then takes final “safety check” look at areas of repair - before allowing Mayes’ to cowl the engine.

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Mayes installs the cowl and tightens the safety screws.



Then Mayes continues to help KH and PH with spinner and prop.

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(The below photographs are not in sequence – as just cumulative illustrations of Mayes’ inspections)

Additional/separate Mayes inspection looks into the **Repair 3** area – where the safety-wired bolt is said to have been readily visible – and easily removable by the claimant if he was so inclined after the accident.
(Note: no cowling in place or visible in accident photos).

