



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

March 22, 2017

Subject: ERA16FA035 Climax, Georgia Written Statements and Email Excerpts
Names: Jeff Cousins – Mechanic
Mark Hornby - Mechanic
Ken Willaford - Mechanic

Mssrs. Cousins, Hornby and Willaford provided email and written statement accounts of their association and recollections of Mr. Odom, and the maintenance and event history of the accident airplane over the course of the investigation. For the purpose of continuity, their statements and emails were combined.

Mr. Rayner,

Pleasure speaking with you yesterday, sorry it was under such sad circumstance. To follow-up our conversation, here is a recap of what you & I had discussed (based on my recollection, direct observation and some added factual data) regarding Cessna 441 N164GP and its Owner/Operator (Pilot), Mr. Gene Odom (Legal Airways, LLC). Please review the following:

- National Flight Services, Inc. (NFS) has been in business since 1960, headquartered in Toledo (Swanton), Ohio. NFS maintains satellite repair stations in Lakeland, FL and New Braunfels, TX. All NFS facilities hold FAA Air Agency (repair station) certificates with OpSpec ratings consistent with the work to be accomplished at each facility, and all are Honeywell authorized service centers for the TPE331 engine as used on a variety of turboprop powered aircraft, including the Cessna 441 Conquest II. Each NFS service center may have a differing level of authorization for TPE331 maintenance from Honeywell, i.e. Major vs. Overhaul. For reference, NFS Toledo (and New Braunfels) hold Overhaul authorization for the TPE331, while Lakeland hold Major authorization. This allows the Lakeland facility to perform all TPE331 maintenance except engine overhaul. TPE331 engines received at NFS Lakeland that require are typically routed to NFS Toledo for that work.

- My personal credentials are that I hold an FAA Airman Certificate (Mechanic) with Powerplant rating and an FAA Repairman Certificate for Non-Destructive Testing. I have been employed by NFS for thirty (30) years (14 of those in the NFS Toledo facility, and 16 years in the NFS Lakeland facility), beginning as a turbine engine technician on TPE331 and Pratt & Whitney PT6 engines in 1985, and currently serving as Director of Quality for the entire NFS organization. I have also served in the U.S. Army as a turbine engine mechanic on various rotary wing and fixed wing aircraft for a four year period of active duty from 1978 to 1982.
- I first became aware of Cessna 441 (N164GP) and Gene Odom in 2012. My understanding is that he had purchased this aircraft from a company in Australia that had used it previously for air ambulance work. The aircraft was unusual in that it had been modified by the previous owner/operator with an STC which removed the original type design cabin door and stairs, and installed a large cargo door to allow ingress/egress of medical stretchers. At some point, the medical equipment interior had been removed, and a corporate type interior had been installed. The TPE331-8 engines installed on the aircraft (P-31286C Left & P-31075C Right) up to the point of purchase by Legal Airways, had been inspected/maintained by the previous owner/operator in Australia under an inspection program developed by them, which had apparently not been supplied to Mr. Odom when he purchased the aircraft. So when the aircraft changed ownership and the engine inspection program didn't, under 14CFR, the engines became immediately due for overhaul.

Through conversations with both Ken Willaford, principal at our neighboring facility Aeromech, Inc. here at Lakeland Linder Regional Airport, Lakeland, Florida, who was contracted by Gene Odom/Legal Airways to provide overall inspection / maintenance services on N164GP, and Mr. Odom, NFS was contracted with by Legal Airways to overhaul the engines and qualify them for operation under the manufacturers recommended TBO program. While the airframe was undergoing inspection/maintenance at Aeromech, we removed the engines for overhaul, crated and shipped them to our overhaul facility at NFS Toledo. At some point during the overhauls, Aeromech finished with their work on the aircraft and we had finished one of the engines. As I recall, Mr. Odom was getting agitated at that point to start using the aircraft. NFS provided him a rental engine , which we installed along with the first overhauled engine (I checked our records, the engine we had completed and reinstalled first was the right engine, SN: P-31075C). Following all required rigging, ground and flight adjustments to both the freshly overhauled engine and the rental engine, the aircraft was released to service for the work we had performed.

On the first takeoff from KLAL with the aircraft following that work, Mr. Odom had aborted the takeoff (hearsay from me, but the story, which can be corroborated by Aeromech personnel, is that he did not properly secure one of the nose baggage doors,

leaving the key in it; when he (or his companion in the right seat – think it was a pilot named Daryl Hicks) noticed the key fly into the windshield during the takeoff roll, and the door flapping, Mr. Odom aborted (or rejected) the takeoff, at some point in the rejected takeoff pulling both power levers to reverse and the engine condition levers to the cutoff and feather position, which shut the engines down and feathered the propellers. Once the aircraft rolled to a stop, one of them was able to retrieve the key and secure the baggage door. Mr. Odom at that point had gotten the aircraft towed by Flight Level Aviation, the KLAL FBO at the time, to the ramp in front of the FBO/Aeromech. After witnessing multiple attempts to restart the right engine by Mr. Odom, the FBO called Ken Willaford at Aeromech and suggested that he might want to go out and see if could help, as the engine wouldn't start. After reviewing the start procedure with Mr. Odom and the position of the engine power and condition levers, it was determined that he had been trying (making multiple attempts – one source put it at ten) to start the right engine with the condition lever in cutoff and feather, and the propeller still in the feathered position, not on the start locks as required when starting a TPE331 engine. Once the condition lever had been returned to its normal position for starting, and the propeller had been placed on the start locks by the Aeromech technician by use of the unfeathering pump, the engine started. At that point, the left engine/propeller was also properly configured for starting and was successfully started as well. Mr. Odom and his right seat companion went ahead and made their intended trip plus several more. Upon return from one of the trips, Mr. Odom complained to Mr. Willaford that there was now an EGT split between the L & R engines, with the right engine running in the neighborhood of 50° C warmer than the left.

Mr. Willaford contacted us and we determined that, through the facts described above and troubleshooting by our technician, Mark Hornby, that when Mr. Odom had made those multiple attempts to start the right engine with the right propeller in the feather position, rather than on the start locks, it caused the engine rpm to stagnate in the TPE331 “critical range” of 18-28% rpm, which caused the engine rotating group to “bow” and the second stage centrifugal compressor impeller to contact its shroud (thermal sprayed aluminum on the 2nd stage compressor housing), rubbing shroud material off, which increased the required clearance between the impeller and shroud established during the engine build during overhaul. This increased compressor clearance caused the compressor to be less efficient, especially at altitude, and was causing the noted temperature split between the two engines. The right engine still made AFM power for the day, however, virtually all “margin” built into the engine at overhaul was now gone (engine P-31075C had made 902 SHP corrected to sea level, standard day conditions at post-overhaul acceptance testing; overhaul minimum power requirement for a TPE331-8 is 865 SHP, and 100% torque on wing is 635 SHP – available

SHP (and calculated T4 & T5 temp differential) between 865 and max SHP achieved (902) is “margin”).

Of course Mr. Odom tried to blame us when we denied warranty, and was threatening a lawsuit, even when we had explained to him in detail what was causing his freshly overhauled engine to run hotter than it should (his improper starting technique after the rejected takeoff causing damage to the engines compressor section). Only intervention by Ken Willaford reminding Mr. Odom that he (Mr. Odom) had tried immediately after the rejected takeoff to start the engine multiple times in a row improperly configured for starting, and agreeing with us that the improper starting technique caused the compressor damage and EGT split, got him to drop it. As the engine still made AFM minimum required power for the day, and we would not perform a compressor repair under warranty due to the circumstances, Mr. Odom elected not to have us repair the engine and he continued to operate it.

- Another incident that stands out was the time Mr. Odom showed up in my office with his father in tow. He had come to check on the status of / or to discuss issues with an EEC (Electronic Engine Control). Also in the office was Mark Hornby, our engine technician. Both Mark Hornby and I had noticed during this conversation that Gene's eyes were “glassy looking and watery”, like he was either drunk or high on something (I never smelled any alcohol, though). During our discussion about the EEC, somehow Gene started telling us a story about a flight he had recently made out west somewhere. He stated that when he had landed, he was met by government officials with guns. Instead of using one of his hands to illustrate that they had pointed their guns at him, at this point he pulled his own handgun from his waist band and started waving it around my office, using it to illustrate what the government agents had done to him. At that point I asked him to put his gun away, which he did.
- The last incident I was directly involved in with Mr. Odom concerns an EEC he had purchased from a gentleman in Brooksville, Florida. He had purchased this EEC as a spare; he had had a couple of EEC issues in the past, and didn't want to be grounded waiting on replacements. We had determined that this EEC was an inoperative core, so with his approval, we sent it to the only facility currently repairing them worldwide, TAE Australia, who is an authorized service center for the Honeywell TPE331, and holds an FAA 145 certificate, as well as Australian and other NAA approvals. The unit was deemed by TAE as “beyond economical repair” (BER). Of course, when we told Mr. Odom that, he got very angry as he had paid 13K or so for it. He asked at that time that we give it to him when it came back from Australia, and stated that since he was an engineer, he would fix it himself. Fortunately, by the time it arrived back at our facility, he had already forgotten about it, and never mentioned it again.

We actually still have this EEC, and would have attempted to talk him out of trying to fix it himself or somehow tried to prevent him from working on it himself – my feeling at the time being that it was a disaster waiting to happen, based upon what I knew of Gene Odom by then.

- Knowing Mr. Odom well enough by then from dealing with him first hand on various issues, and listening to the many first person anecdotal stories floating around KLAL regarding Gene Odom's poor aviation and decision making skills, I firmly believe that he certainly was not well trained on the Cessna 441 and its Honeywell TPE331-8 engines. I further firmly believe that while he was book smart, with a multitude of impressive college degrees, and may well have been a brilliant attorney, he was an individual who possessed, along with an unhealthy dose of arrogance, zero common sense.

Please let me know if you have additional questions, or I can be of further service in this investigation.

Sincerely,

Jeff Cousin

Jeffrey H. Cousin

Director of Quality

National Flight Services, Inc.

TAE USA

Brian,

This is a follow up e-mail to the phone conversation we had yesterday 11/16/15. The following incidences are personal interactions that I had with Gene Odom involving Cessna 441 N164GP.

1. As mentioned yesterday, our Toledo Ohio facility overhauled both engines on N164GP. One engine was ready for installation while the other engine was not ready. One

- overhauled engine and one serviceable, rental engine were installed onto N164GP per Gene Odom's request. After an engine installation a test flight is required to set the Electronic Engine Control (EEC) parameters to the installed engine and to perform an in flight Negative Torque System (NTS) check. Myself and another technician from our Toledo Ohio facility performed these checks. Before the flight there was some concern on my part about the amount of fuel onboard for the test flight, I was reassured by Gene that there was enough fuel onboard to do the tests that we needed to do. During the test flight, with Gene as PIC, we made several extreme bank angles that illuminated the Fuel Level Low lights in the annunciator panel. An extreme bank angle to the left would illuminate the RH Fuel Level Low light and an extreme bank angle to the right would illuminate LH Fuel Level Low light. Towards the end of the flight, during straight and level flight both Fuel Level Low lights were flickering. During descent into KLAL both Fuel Level Low lights continued to flicker. I refused to fly with Gene from that point on.
2. Gene Odom and his father had come to the shop here at NFS Lakeland to discuss the issues that Gene was having with the EEC (Electronic Engine Control). I had noticed that Gene's eyes were glassy looking and watery. During our discussion about the EEC's the conversation had gotten off track and Gene started telling us a story about a flight he had made out west somewhere. He stated that when he had landed that he was met by government officials with guns. Instead of using his hands to illustrate this part of his story, he pulled his own gun from his waist band and used it to illustrate, waving it around the office. This took place in Jeff Cousin's office with Myself, Jeff, and Gene's father present.
 3. There were several other occasions that I interacted with Gene while his eyes were glassy and watery. Once was when I went to his hangar to do some troubleshooting for him, he had glassy eyes and seemed like he was preoccupied with something else. The second occasion was when he came to the shop to check on the progress of the second overhauled engine that I was prepping for installation, again he had glassy eyes and seemed like he was preoccupied.

If any other incidences come to mind that I personally witnessed I will let you know

Thanks

Mark

Subject: ERA16FA035 Climax, Georgia
Name: Jeff Cousin Director of Quality Assurance NFS Lakeland, FL

Mr. Cousin was the Director of Quality for National Flight Services, Inc in Lakeland, Florida. His company overhauled the engines of the accident airplane. He was interviewed by telephone, along with his colleague Mr. Mark Hornby and the following is a summary of the interview.

FAA Powerplant License and Repairman Certificate.

Mark Hornby – FAA A&P Certificate.

- Back in 2012 Mr. Odom purchased the airplane from Australia and the engines were on an approved operator's maintenance program. Once purchased, the engines were due overhaul.
- The engines were removed in Lakeland, shipped to and overhauled in Ohio. The engines were not completed at the same time, so the owner requested that the overhauled engine be installed along with a rental engine.
- On the first flight after installation, the pilot aborted the first takeoff, he closed the throttles, feathered the props, and then attempted an engine restart. This was contrary to the checklist, and resulted in damage to the compressor section of the overhauled engine.
- Mr. Hornby said he and another technician went on a test flight with Mr. Odom and he said the flight "scared the crap out of him" and he refused to fly with Mr. Odom after that. The airplane departed with little fuel, and the bank angles were so steep that for each left turn, the right fuel level low light would illuminate and vice versa. Prior to landing, in wings level flight, both low fuel level lights were flickering.
- Mr. Odom did not use a checklist. At times, he was seen just getting in his airplane, starting up, and taxiing out with a preflight.
- One time he taxied his Cirrus into and over the wing of his C441.
- The airplane was equipped with a cargo door that was installed by the air ambulance company that previously owned the airplane. It's an STC.
- The airplane had a problem with one of its electronic engine control (EEC) computer. So, Mr. Odom purchased a spare for about 13,000 dollars. We sent it for overhaul, but it was returned because it was not "economically feasible for repair." Mr. Odom asked for the computer back because he said he was an engineer and would "fix it himself."
- Anyone here on the airfield figured he would undoubtedly "do himself in" with either his airplanes or his helicopter.

- Mr. Odom came into the shop on more than one occasion where he appeared to be intoxicated. During one visit, Mr. Odom un-holstered his handgun and waived it around to illustrate a point while telling a story.

N164GP

The following is a summary of events of Gene Odom's Cessna 441 N164GP that has occurred at his hangar or at the FBO ramp.

June 2012 – On one of the first flights, Gene left the keys in the nose baggage door. On rollout the keys came out and hit the pilot's windshield. Gene ran partially off the runway trying to stop the aircraft. In this event he got the left engine into emergence cut-off, which feathers the prop and shuts the fuel off. He was able to roll the aircraft on the one engine still running to the ramp. At that time he tried to start the feathered engine several times until the batteries were dead. After several hours we convinced him to go away and read the flight manual to understand the systems.

N164GP was based at Gene's hangar but was kept outside for the first few years he owned it. The aircraft suffered several computer failures due to the water that was in the belly of the aircraft from sitting in the rain, the computers sit in the belly of the aircraft.

After sitting in standing water for several months during the rainy wet season the aircraft was going to be flown and Gene was advised that it had been sitting in water for some time. The brake discs were rusty and all the bare steel parts were rusty. He hired a pilot to fly it for him, the aircraft taxied to the end of the taxiway where the nose wheel fell off due to excessive heat that melted through the lower part of the nose strut and stopped the aircraft from rolling. The FBO went out and picked up the nose of the aircraft and took it back to the hangar.

Gene called complaining about the auto pilot not working properly because he had busted altitude several times and the FAA/controller tower personnel told him about his altitude. Gene was told on several occasions that the aircraft did not have an auto pilot computer in it at all, so the system would never work. He said that it was working and someone stole his computer. He approached the Radio shop and asked how much a new auto pilot would cost. They told him \$200,000.00 plus not knowing what other things they would find. Gene said no, that he could get one installed for \$25,000.00. Gene bought all the components of a working auto pilot from a radio shop that was replacing an auto pilot just like his. The used computer was installed and worked, all the functions were tested and they all functioned normal.

Gene had asked on several occasions to have an air conditioner installed. He wanted a 110 volt AC window (house) unit installed in the back of the aircraft so he could plug it in before takeoff to cool the aircraft down and then when he landed the FBO could plug an extension cord into it and cool it down before he left. We told him several times it was not approved and we would not do it. His answer was that he would get somebody to install it. This never happened.

Shortly after Gene got the aircraft he flew it to Mexico. U.S. Customs stopped him and asked for his airworthiness and registration, which was not in the aircraft. Gene called to see if we had it, we did not, it was found in his office several days later. I was asked by him to fill out an affidavit stating that the aircraft was within its inspection status because of the FAA violation against him.

On or about July 2014 – After a flight, the altimeter was squawked that it was not working by Gene. When I removed it the inside of the altimeter was broken off of the mounts and was completely non-repairable. The numbers that normally are in view through the window were completely gone, no altitude as showing. The radio shop said it looked like it had been dropped from 5 feet on a hard surface.

June 2014 – New 4 blade Hartzell propellers were installed at Gene's request. The job was finished on a Friday but needed to be test flown to satisfy the STC. Gene got very angry that he could not find anyone to fly with him to do the NTS (negative torque shutdown test on each engine in flight) so he got in the aircraft on a Friday, which was at the FBO, and started both engines and proceeded to drive the aircraft forward and backward several times until the FBO called the local police because of his strange behavior. He shut the aircraft down and got out. After being checked out by the police he went home. He came back out on Saturday and started doing the same thing again, this time the right engine went into feather because he got it in emergence cut-off. He tried to get the right engine out of feather by running the starter. The starter was destroyed and the electrical harness as well. The blast tube that is used for cooling was melted off and was found inside the cowl. Again, Gene was advised to get some training and read the flight manual. His answer was always "I do not need training, I know how to operate the aircraft," "Something must have been wrong with the starter" was his answer.

During this time, I felt that I needed to talk to someone about Gene's behavior. I contacted Marko Grillio from the FAA and explained everything that had happened. He said he would look into it. He called me back and asked a few questions but that was the last I heard from the FAA. The FAA was even told that it looked like Gene was under the influence of something because when he would talk to you his eyes would roll back into his head for several seconds, then he would mumble strange things. This would go on for a few minutes. And, add the fact that he was always carrying a hand gun, concerned me and others here at the airport.

After the police and starter issued Gene called and said he had no brakes on either side of the aircraft. I went down to inspect. The o-rings were melted, all the fluid was gone, and the discs were destroyed by metal transfer from the linings. I found that the parking brake was set "on" and the aircraft had been flown to South Florida that way. Gene said when he landed in South Florida the aircraft slowed down very quickly and it took a lot of power to taxi it. So, he flew it back to Lakeland that way.

We have had several squawks about the aircraft not having enough torque on one engine. We would go look at it and find that it was partially in emergence cut-off. This was noted by his slamming the power and condition levels forward and aft.

Gene purchased the hangar where he kept the aircraft, this allowed him to evict the radio shop that was there. He did this so he could drive the 441 into the hangar and back it out of the hangar by running the engines. He said it was too much trouble using the 4-wheeler he had to move the aircraft.

One of the last squawks was by Lester. He wanted the left engine EGT looked at on the 441 because it would peg the gauge with just the master switch on, the engine was not running. I

went several times to look at and troubleshoot the problem and the aircraft would be gone. I asked Lester how they could be operating the aircraft with a broken temperature gauge on the turbine and his answer was "Gene said he can tell how hot it is by the fuel flow", so he wasn't concerned. National Flight was very concerned about this because of the warranty on the engines that they had overhauled. They troubleshoot the problem and repaired it.

Brian, this is only a few of the issues that we had with Gene Odom. I am sure there are a lot more. Also, I think you should call the restaurant here on the airport. Several people have reported to me that they frequently saw Gene and Lester at the bar there at the restaurant on Fridays and that would be the day (Fridays) that he would be doing his aerobatic flying in the 441 in afternoon. Hallback's Restaurant and Grill – 863-937-8900.

The inspection status is as follows:

The last 100 hr/12 month inspection was due 4/2015

The last 200 hr/12 month inspection was due 4/2015

Several Phase inspections are overdue:

Phase 29 due 9/2014

Phase 30 due 9/2014

Phase 47 due 9/2014

Phase 45 due 9/2015

When Gene was asked about these inspection through Lester the answer was that Gene won't have both aircraft (twin aircraft) down for maintenance at the same time.

N221CE

The following is a summary of events of Gene Odom's SR22 N221CE that have occurred at his hangar or at the grass runway where his beach house is on North Captiva Island.

February 2013 – I was called by Gene to go look at his SR22 at his hangar because he thought something was wrong with the left wing but did not say what it was at the time. I drove to his hangar and found the SR22 sitting under the overhang part of the hangar. The pitot tube was hanging out of the bottom of the wing from the static/pitot lines, several scratches were seen on the bottom of the wing going outward to the tip. I called and asked Gene if he had hit something due to the damage that I found, he said no. Some red paint was found on the bottom of the wing of the SR22 that looked like the same color as the Cessna 441 that belonged to Gene as well. The 441 was seen parked out 50-75 feet from the SR22. The left wing of the 441 was looked at for any damage and the left wing had a large dent in the top of the wing, the fiberglass tip was broken and the deicer boot was torn. Gene was asked again what happened. He denied knowing anything about the SR22 hitting the Cessna 441.

January 2014 – Gene called from his house on North Captiva Island and said that he had landed the SR22 on the soft grass runway and it was stuck in the mud and the nose tire had come off the wheel. I went to the aircraft with a new tire and tube, replaced the tire and tube and noticed that the back of the fiberglass blades of the prop were eroded away and glass fiber was exposed, there was nothing covering the glass clothe. I asked Gene how that happened because the prop only had about 200 hours on it since new. He said that he didn't know for sure but that the runway had been very dry and sandy spots were seen on the runway and the home owner's had fixed them.

August 2015 – Lester called and asked if I could go look at the SR22, the lower rudder cap was broken and the right main gear fairing was missing. I went down to the hangar and inspected the SR22. The lower rudder cap was split open from front to back and the right landing gear fairing was gone. Several screws with small pieces of fiberglass were still attached but the 3 foot long fairing was gone. Lester said that Gene had gone to the Island with the SR22, landed on the soft runway and hit the tail on the ground and caught the landing gear fairing in the grass, which tore off the fairing. Gene flew that aircraft back to Lakeland and put it in the hangar.

Note:

While I was on the island repairing the nose tire, one of the home owners came up and said that they were trying to get Gene off the list of people who could land on the island because of the damage that he and his aircraft has caused to the runway. The home owner also told me that Gene would load the aircraft so heavy that it would make ruts in the grass and they would have to fix it after he left. On several trips the home owner said they would come out and watch Gene take off because he had loaded the plane so heavy they thought it would not get off the ground. He said the plane would roll off the end of the runway and only be several feet off the water before it would start climbing.

N805PR

The following is a summary of events of Gene Odom's prop strikes on the Cessna 414, N805PR and events that have occurred at his hangar.

On or about January 2010 N805PR was acquired by Gene with 4356.60 total time. In March 2010 both engines were removed and sent out for overhaul due to metal in the oil. The time between January 2010 and March 2010 was 23 hours. Several tires and the mounts that hold the engines were replaced during that first 23 hours.

November 2010 – Both props were removed and replaced with new Hartzell PHC-C3YF-2UF due to one blade on each prop having 2 inches of the tip broken off. No explanation was ever given from Gene Odom of how this happened. The time between the overhauled engines and this event was 137.4 hours. During the next several months Gene went through some kind of medical problem and no activity was seen at his hangar.

January 2012 – All lord engine mounts had to be replaced due to rubber broken from the mounting washers. Time since last engine mounts were installed was 300 hours.

July 2014 – The aircraft was removed from the mud at his hangar with both main gear stuck in the mud up to the axles.

September 2014 – Left engine was removed due to prop strike, the aircraft was stuck in mud at his hangar. The left main wheel and tire was covered, the aircraft had to be dug out and boards put in front of the wheel so it could be pulled out of the mud. The crank case had to be sent out for repair due to internal damage. Removed both PHC-C3YF-2UP propellers. Waited 16 weeks for new props.

April 2015 – Installed new 4 blade MTV-14-D-C-F/CF propellers due to the damage on the left propeller. The Hartzell propellers had 343.1 hours since new.

July 2015 – Removed right MTV-14-D-C-F/CF propeller and sent it back to Germany for blade tip repair. All 4 blade tips were broken off and stainless steel leading edge was peeled back on all blades, no explanation was given as to what happened. Gene denied being in the aircraft and did not know what happened. The engine has not been sent out for inspection because Gene said it was not necessary because the new props were not metal. He was instructed that Aeromech would not install the prop when it came back from Germany, it would be delivered to his hangar and the log books would also be dropped off as well. The time on the new 4 blade props from install to prop strike was 6.3 hours.

Please understand that the above are the known events, several other events of aircraft being driven off the taxiway and stuck in the ditch at his hangar were reported to have happened on the weekends when we were closed for business and he pulled the aircraft out of the ditch with a truck.