

From: [paul mackentepe](#)
To: [Alleyne Eric](#)
Subject: Sorry so late.
Date: Wednesday, January 8, 2020 2:31:03 AM

[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.

Eric, thank you for taking my call earlier.

I am still in shock and my recollection of everything we discussed may not be addressed. I know this is late, but I wanted to be as detailed as possible and try to really give the big picture. I am still not thinking straight or able to concentrate. I have a poor memory, and I went back to look through emails and records to get some of the approximate dates.

Tyler approached me about going halves with him in a partially completed RV6 kit in late 2008? The builder had passed away, and a family member put it up for sale. He had talked about buying one flying or a quick build kit before. I didn't even know what an RV6 was at the time. I had to look it up. I told him I would be in if he thought it was the right deal.

I believe he intended to buy it whether I was on board or not. I went to Boston to look with him, he went with money and a trailer.

Everything looked good to me and the build log to that point was pretty extensive. I told him I was in.

It came home with us, and was unloaded in the shop behind his house.

The main parts of the fuselage, wings, and tail were complete. Control surfaces were not attached to the tail or wings at the time.

There was no power plant, but the engine mount and (Sterba) prop were included.

Tyler wanted to set it up with an O-360 and a constant speed prop.

Early 2009ish, he found the engine at Wentworth aircraft. I was thinking it was an O-360A1A and may have said so when we talked, but thinking back it may have been an A1D?

I remember having a discussion about weight and balance some time in there. Tyler had read about CG too far aft in RVs once fuel burned off. He felt a heavy prop in addition to the extension required for the Sam James cowl would be the best set up. I read into it and agreed.

I don't remember where or when he found the constant speed prop that went on it, but he asked for half of the money minus what he sold the Sterba wood prop for. I agreed.

I helped here and there over the next couple of years, but business had picked up and I was working crazy hours. Neither of us were comfortable working fiberglass, and Tyler contacted George Orndorff to do the wheel pants, base of the windshield, and wingtips.

I went with him to drop the plane off, but I don't think I went to pick it up. He wanted to put new style wheel pants instead of old on, and ordered them or had George do it.

Some point around 2011-2012 the engine was in the fuse and test run on a header tank. After that, the wings were installed to fit plumbing and wiring.

He had me order an EGT and CHT gauge and Ameri-King ELT around this time.

He had mocked the fuel system up with the wings on.

There was a flop tube in one fuel tank. I believe it was the right side. I said it was set up left, right, and both on the fuel valve yesterday, but I am not 100% sure. It may have been left, off, and right. Tyler knew 100% without a doubt, and I recall it being marked on the valve.

My recollection is a drain and majority of the lines were under the right wing. I don't remember where the electric pump was mounted. I remember removing the right wing was more difficult as there was more to disconnect.

The wings were removed and the plane was moved to his fathers hanger for final assembly. I helped remove and install the wings each time.

Once it was close to being ready for DAR inspection, it was moved to a T hanger at 3A1. Maybe David Robertson's? I am not sure whose hanger. We wanted to have a well lit area for the inspection.

I helped weigh the plane, and worked on weight and balance at this time. Initial weight and balance calculations looked good and were put in the paperwork for DAR review. I had my father look over the weight and balance to double check my calculations. I am sure David did too.

The DAR complimented the build quality and said it was one of the better ones he had seen. There were a couple of hits/suggestions he made, but I do not recall what they were.

Since Tyler did the vast majority of the work we agreed he would be in charge of maintenance. At some point he made a stick to gage fuel level. It should have been in the plane, and a fuel sample tube.

I haven't had logbooks or the build log in my possession since this day.

Once inspected, it was time for phase one testing. David Robertson did the first test flight. Tyler wasn't tail wheel rated, and I had not flown as pilot in command since 2008 as my medical had expired.

Everything went well. I think we had to adjust one aileron by a small amount to get the stick centered. Cylinder head temp showed a little warm, but in normal limits.

Tyler had David do his tail wheel endorsement and sign off in the aircraft. It was a significant amount of time over a couple of weeks though.

I have only flown in the plane 3-4 times, and never as Pilot in command. It is a huge regret for me. I promised my wife I wouldn't fly after phase 1 until I had life insurance, a medical, and gotten back to fully proficient. I told her I needed to do some phase one as I didn't want someone else at risk.

During phase one testing is when I was in the airplane the most. I rode with David one time the first day it flew.

It would pop very slightly when reducing power. In September 2014, we looked into the ignition system as one mag had a little more drop. and he thought one coil might be weak causing the pop. Tyler read up on the mags, and had me order the parts. I ordered new spark plugs, ignition coil for the mag, and ignition harness.

He did the mag repair and ignition harness install. I think he got some help with the mag timing from one of the mechanics at the field. He had me eyeball it before the cowl went back on. We talked about adding wire looms to separate the wires from each other and potential rub points. I helped put the cowl back on after the wire

looms were in place. It didn't change anything with the mag drop or pop. We attributed the pop to the Vetterman exhaust as Tyler had read something about that on Van's Air Force forum.

I rode with Tyler to keep an eye on cylinder head temps one time during phase one. He had made some change to the baffling on the cylinders, best I recall it ran nice and cool.

Some time later, I went up as he was doing some weight testing, and wanted me to record some rate of climb and stall speeds. I believe it was at 1750lbs. I don't remember the numbers. I wrote them down and he retained them.

I may have gone up one other time during phase one, but I am not certain.

My business responsibilities have unfortunately taken too much of my time since. I don't remember when, but at some point I owed him money and he had me order the smoke system instead of paying him back. I didn't help install it. I know it was on the plane by January of 2015.

He would call and ask me to go fly, but I was under a lot of stress, didn't feel like it or have life insurance as I had promised my wife.

Every now and again he would come by and say "I bought such and such for the plane, you owe me chicken wings for lunch!." I don't recall the items off the top of my head. He told me he greased the prop and borrowed some grease from one of the mechanics on the field. I don't remember when this happened, may have been after phase one.

The only time after phase one I recall flying in the plane was in July of 2016.

We flew to Gulf Shores to go fishing. He had been Snapper fishing throughout the summer. I was super busy, and my wife gave me a one time pass to go up without life insurance.

About twice a year he would call me to see if I could help him pull the cowl and help him eyeball things. I went a couple of times, but he had to get someone else to help most of the time.

I helped him get it off the ground to replace a tire and tube at one point, I believe it was the left tire at the time.

At some point my father called me and let me know the registration wasn't current. I was pretty irate and went through the re-registering process. I had it sent to my place of business so notices would come to me, and gave the card to Tyler to put in the plane.

In 2018, we moved it to my wife's T hanger. I told him everything needed to be correct when the plane left the hanger. He assured me it would be.

I went up to help him pull the cowl. I took notes and helped look for issues.

He found a broken exhaust stud or bolt on the pilot side exhaust. There was an exhaust leak at that tube. He suspected that is where the popping noise came from. All new exhaust gaskets were ordered by Tyler. The 4 rubber isolators on the intake tubes showed some minor cracks. New intake isolators were ordered by Tyler. I think he ordered new exhaust nuts or bolts too. One of the neoprene ducts from the cowl to the plenum was cracked. I ordered replacement neoprene and all of the ducts were replaced. I noticed he had removed the air filter, and questioned it.

He said he wasn't planning on flying from a grass strip and now that the plane was in a T hanger he wanted to see how manifold pressure was affected. I made a note about the other tire needing replacement soon, he said he would handle it.

I was taking notes in a small notebook or pad one of us happened to have in his

truck.

We charged the battery, but it was still a little weak. He had no plans to fly much if at all until the spring, so we did not order one at that time.

There was some type of sending unit or sensor he wanted to replace, and I'm guessing he ordered it. He changed the oil before it flew again, I am not sure about the oil filter. I was not present for the installation of the of all of the exhaust gaskets or intake tube isolators.

I did go up there to help remove the broken exhaust stud or bolt. He wanted me to block the wind so he could heat the area while he worked the stud or bolt out. He said he would get the replacement stud or bolt.

He had the inspection plates off to check flight controls, and best I recall he was satisfied. He had put torque seal on flight control hardware when it was assembled. I think it was yellow. He put everything back together.

He did some work on one of my vehicles earlier this year. He asked me to order the battery and he would knock that off of the bill. I ordered a new odyssey battery in February and gave it to Tyler. I don't know when or if he installed it.

After the work was finished he came by my shop with either the statement for the logbook, or the logbook itself. I don't know if that was 2018 or when he put the battery in. I don't remember reading it, and I don't recall if I signed it. I remember being relieved.

I thought the book he had with him was black, and I was surprised to see it was green when I went to Tyler's business after I left the airport the day of the crash to attempt to locate the logbooks. I told his lead man no one touched the logs until asked for by the investigator.

I think I recall him saying the pop went away after he flew it, but I am not certain. He thought the bolt or stud cracked at some point allowing for a small exhaust leak. I bring this up because a witness said it popped.

Tyler was an excellent mechanic, was very intelligent, and knew the airplane inside and out. To my knowledge the airplane was well maintained, but I don't know what was logged.

I stopped by his shop one day after work, I think it was New Years eve. He told me he had flown to the Auburn vs Alabama game with his son Easton. They decided to spend the night due to weather concerns. They flew back the following day, but there was a pretty intense crosswind at Cullman and he said he diverted to Hartselle because the trees block a west wind. I don't know how long the plane was at Hartselle. I don't know when he brought it back to Cullman or if it had been up prior to last Sunday.

I spoke to him Saturday night before the crash, I called him to see if he was at his deer hunting property. I had worked everyday since the day after thanksgiving, and I decided to take off to deer hunt in Fayette county. The land he hunted was on the way there, and I thought I may swing by on my way out.

He said he wasn't going, had other obligations. I rushed to get off the phone as I left my shop, since I was getting back in the truck to head out.

I had most of this finished by 8:30 P.M

I apologize for sending so late, but I asked Tyler's father to come by to see if he remembered anything else related to the plane. He got here at 9. He asked if I saw the picture Michelle found on Tyler's phone post crash. They believe it was taken right before it happened.

After I saw it, I knew it would be of interest to you. His father stayed and talked for two hours, and Michelle's father showed up too. I got it sent to my email finally and I am attaching it. The selector is on the right tank, and the oil cap is on the smoke tank. I am sure you can check the time and date.

I hope this helps and if there is anything else I can do to help please let me know. If the selector was off, he may have been trying to switch tanks when it stalled and spun in.