

Aaron McCarter
Aviation Accident Investigator
Eastern

Date: March 25, 2025 @ 1012

Subject: ERA25LA114; NTSB requested additional details and security video.

Contact: Operator: Don Stanton; [REDACTED]

E-mail with the operator requesting additional details including getting a copy of the security video:

From: Don <[REDACTED]>
Sent: Tuesday, March 25, 2025 10:08 PM
To: Aaron McCarter <[REDACTED]>
Subject: Re: NTSB N62112

[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.

The hard drive was fried in a electrical storm and I tried to have it repaired by a computer shop and all data was unrecoverable,

I tried my best to get it for you and for safety in aviation.

Don Stanton

On Tue, Mar 25, 2025 at 8:28 PM Aaron McCarter <[REDACTED]> wrote:

Don,

I'm wrapping up the prelim. You mentioned you have video of the instructor not doing a preflight. I will need a copy of that video sir.

That being said, you say that the cowl was just placed on top of the engine and not screwed in? Also, there was no oil flap? Was it speed taped down, removed, locked in place? Just trying to understand. Thanks

Aaron

From: Don [REDACTED]
Sent: Friday, February 21, 2025 1:51 PM
To: Aaron Mccarter [REDACTED]
Subject: Re: NTSB N62112

[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.

Hello Aaron,

The pilots name was Levaughn Battick, and his phone number is [REDACTED] and email is [REDACTED]

Details of what happened, the airplane was in our hangar for maintenance on the oil cover on the cowling which was broken. We had the part and was going to put it on the next day. We have a video of Levaughn not doing a preflight. He just walked around the plane and took it out of the hangar and told his student he did the preflight. The cowling was just sitting on top of the engine and not attached. All the screws were out. I took them out myself with the assistance of my mechanic. I am a A&P and my mechanic is in training to become a A&P.

He told me himself that he did not do a proper preflight. He did not check the oil either or he would have had to remove the cowling.

I hope this helps give light to the cause of the problem.

Don Stanton A&P and commercial SEL MEL SES
CFII AIRPLANES & Rotorwing, Instructor both airplanes and helicopters CFII. Gold seal CFI

[END]