

Kathryn Whitaker
Aviation Accident Investigator
AS-WPR

Date: January 16, 2025
Subject: WPR23LA149
Contact: Kelly Stevens, Pilot/owner of N17NK

Mr. Stevens was interviewed by phone and provided the following statements:

- He stated that the engine had encountered no issues with maintenance or performance until the discovery of the brass shavings in the oil. It had been the only issue he had encountered. In the three flight hours between the condition inspection and accident flight, the engine had continued to perform without issues.
- During the condition inspection, he had removed the propeller to remove sludge from the end of the crankshaft bore. He visually inspected the propeller and bolts and did not note any defects.
- He replaced the propeller O-ring and re-installed the propeller. He used a torque wrench with a 90° crowfoot attachment to torque the propeller attachment bolts. He had referenced the MT Propellers installation manual, which had been included with the purchase of the propeller, for procedures to install the propeller and torque the bolts. He then installed safety cable on the propeller attachment bolts.