

Dean Johnson,

On Thursday morning 6-6-2013, I met Mr. John Fowler at Executive FBO at Baton Rouge airport at 9 a.m. Mr. John Harris, airplane broker for Mr. Fowler, was scheduled to meet us at 11:00 a.m. While waiting on Mr. Harris, Mr. Fowler and I talked and got to know one another (while pre- flying the King Air 252CP). We were flying the King Air 252CP to Georgetown, TX to be traded on 510LD. At approximately 11 a.m. on 6-6-13, Mr. Harris arrived and we boarded the airplane 252CP for the flight to Georgetown, TX. We arrived in Texas around 1 p.m. to bring 510LD to KBTR.

On 6-7-2013, Mr. Fowler, Mr. Harris and I (Lee Beridon) met in the lobby of the hotel at 9:15 a.m. and had breakfast. Upon completion of breakfast, we then drove to the airport KGTU. While Mr. Harris and the owner of Gant Aviation were finalizing the deal (510LD), Mr. Fowler did a full pre-flight on the plane. After he did a pre-flight, we jumped in the cockpit to get familiar with the Proline 21 avionics. Mr. Fowler was new to this type of system. Around 10:15 a.m. the three of us boarded the aircraft. Mr. Fowler was the pilot in command of the aircraft. Mr. Fowler started the aircraft followed by checklist, checking out every item one by one. Being this plane was just purchased and new, he followed every item on the checklist just to double check himself of any mistakes. Soon after, we departed KGTU and picked up clearance with center (cleared direct Ilexy tnv direct 250). The flight took about 1.45 hrs with a 1.25 hrs reserve on fuel. All gauges and instruments were normal. When we landed all three of us deboarded at Executive FBO and Mr. Fowler did a post flight on the aircraft. Mr. Harris left the airport and I stayed back with Mr. Fowler to discuss any questions he had with the Proline 21. Mr. John fowler said," he was very comfortable and confident ", of flying 510LD to McComb, Mississippi. Mr. Fowler checked the weather and pre-flighted the airplane one last time and proceeded to take the aircraft to home base in Mc Comb, Mississippi. I stayed with Mr. Fowler in the aircraft for about 15 min prior to departure to KMCB to go over any last questions he had about the Proline 21. He received clearance (VFR at 2000 ft direct to KMCB). All systems were a go and normal, I got out of the aircraft and proceeded to watch him taxi and take off. The take off was normal and I left the FBO and started driving back to Lafayette.

Best Regards,

Lee Beridon