

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN22NA250 (N78KL) - Follow-Up Questions
Date: Sunday, June 26, 2022 6:25:38 PM

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Hello Michael , (1) During the Preflight inspection on N87KL everything looked good and in Normal working order on left propeller Blade that separated . (2) I was @ 9000' msl approx 180KTS true Airspeed and i had a tailwind which i recall i was traveling approx 200 across the ground, . (3). There was no warning when the propeller separation occurred ! Just a boom ! (4) i did not identify that the propeller had separated until i got out of the airplane when i cleared the runway and got out of the plane and walked to the front. Once theboom , i got vibration and thrust towards the left engine . I immediately pushed all levers forward and then quickly left throttle all the way back and left prop back to the detent , i then told approach i need to land Now ! And the nearest airport ! They told me they were straight ahead 12 miles and asked me if i could make it down in time , i pulled the power on the right engine back to approx 15" and pitched down , at that point i remember looking at my ground speed and it was around 240 , i came out of the clouds right over the airport , crossed over midfield and then made a left downwind for 18, i did not shut the engine down until i had the runway made . (5). This Airplane has definitely not been used as a trainer as long as i have known it . And it has been at KPGR for 10 at least 10 years and the owner takes very good care of it. (6) I have no knowledge of any thing ever impacting the left side propeller or any hanger rash . (7) This airplane has only been used on Asphalt or concrete runways and as far as i know it has never been of grass . (8). I know of no solvent ever used on the propellers . . I hope this helps and if you need anything else please let me know ! Thanks ! Andy Ford

On Fri, Jun 24, 2022 at 5:57 PM Hodges Michael [REDACTED] wrote:

Hi Andy,

I hope you are doing well sir.

Thank you again for the submitting the NTSB Form 6120.1 to me, I really appreciate it.

I have a few follow-up questions, please.

1. When you did the preflight inspection on the airplane, before the accident flight, did you see anything abnormal with that left side propeller blade that separated? Such as nicks, dents, cracks, gouges, etc.

2. You mentioned you were at about 9,000 ft above MSL when that left side propeller blade separated, roughly how fast in knots was the airplane traveling at the time? An estimate is fine.
3. When the left side propeller blade separated, what was your first indication that this occurred? Was there any noises or vibration from the left side of the airplane?
4. Once you identified that the propeller blade had separated, please walk me through what you did next with addressing the propeller and engine on the left side of the airplane (for example was the propeller feathered and the engine shut down?).
5. I know you mentioned to me that the airplane had been previously used to provide multiengine training to the airplane owner, but it was not a dedicated training airplane that was doing multiengine engine training on a regular basis. Besides, you and the airplane owner, did anyone else ever fly the airplane that may have used it for multiengine training?
6. To your knowledge, did the left side propeller ever have any impacts (such as with birds or foreign object debris for example) or ever suffer from any “hangar rash?”
7. Was the airplane mostly used on asphalt and concrete runways? Or it was it also used on dirt and grass airstrips?
8. Do you know if any solvents were ever used to remove any grease and dirt from the propeller blades during a preflight inspection or a postflight inspection for example? If so, what type of solvent was it?

Feel free to just respond back to this email.

Thank you again for the help. Have a good weekend.

Mike

Mike J. Hodges, MS, CHP

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Work Hours: Monday-Friday, [0900-1730](tel:0900-1730) Mountain Time

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From: [REDACTED]
To: [REDACTED]
Subject: RE: CEN22LA250 (N78KL) - Cockpit Placard Question
Date: Tuesday, March 28, 2023 8:06:16 AM
Attachments: [image003.png](#)

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Hello Mike, Yes that placard was in there I remember discussing that with the owner Andy

On Mon, Mar 27, 2023 at 2:37 PM Hodges Michael [REDACTED] wrote:

Hi sir,

I hope you are doing well

We are still working on examining the fractured propeller blade from N78KL

I was talking with our engineering staff, and we have a question please Do you know if there is a placard like this installed in the cockpit of N78KL?



Thank you again and have a good week

Mike

Mike J Hodges, MS

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