



Mountain Side Aviation, Inc

Toccoa, GA. 30577

January 7, 2020

FAA, Atlanta FSDO
John Spears
RE: N1612F

Mr. Spears,

As requested I am sending a written statement following our phone conversation of this date. Although I am not anxious to provide this information I do feel a certain obligation for both the interest of aviation safety and for the memory of my now deceased friend – who possibly should not be deceased. I provided most or all of the maintenance on this aircraft from the time Ashley Dekle brought it to me in March, 2008 until my last Annual Inspection of May, 2013. As much as I hate to say it, Ashley had a somewhat cavalier attitude toward the rules and ultimately the safety of aviation. The following are not facts, other than Ashley himself shared these things with me. Sometime after my last Annual the aircraft was involved in an accident, I believe in Murphy, N.C., at which time the aircraft was repaired there and Annualized. I do not believe it had another Annual until recently, although he continued to fly. He also shared that he had not had any Bi-Annual Flight reviews, and possibly a Medical as well.

Very recently Ashley had told me that he did get an Annual Inspection by an IA not very active in aviation at this time, in his T hangar because it was inexpensive. Although this is speculative, I do not believe it could have been very thorough. As I knew the plane, an “inexpensive” Annual would not have been sufficient to make it Airworthy. Ashley asked me to troubleshoot an electrical problem he was having where his entire panel would shut down, and then maybe come back on. He also had a flap indicator that was not working. I told him I could not work on it, mostly due to my full schedule of regular customers and suggested the man who did his Annual should help him. The truth is, which I did hint to him, is that I was very afraid to work on his aircraft in any capacity without doing a complete Annual. He did not desire that, and I did not want my name anywhere in his logbooks, or for anyone to see me working on his plane, as many of us really believed we would see the day when there would be a serious accident.

Although this information may not even be a contributing factor to what happened to N1612F yesterday, I feel like I am the only person who would know this information, and I give it in the hopes that the truth might be found, and it may be a warning to others.

Larry Martin