



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: April 28, 2023

Subject: CEN22LA250

Contact: Aaron Farley, [REDACTED]

The NTSB IIC spoke with Aaron Farley over the telephone. Aaron is an airframe and powerplant mechanic with inspection authorization. Aaron works for Wilco Aviation in Paragould, Arkansas.

Aaron performed a 100-hour inspection on the left propeller on N78K (Beech 58 airplane) on January 10, 2022.

Aaron was asked if he used any special equipment to aid in the inspection of the propeller blades and he reported that he performed a visual examination on the propeller blades just using his eyes. Aaron reported that the only damage he observed on the propeller blades was just normal damage you might see such as small nicks. Aaron dressed the small nicks on the propeller blades.

During the maintenance work, Aaron did not notice anything unusual with the propeller blades outside of the normal damage (the small nicks) that he dressed.

Aaron did not remember if he did any paint work on the propeller blades at the time of the maintenance work.

Nothing Follows

From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN22LA250 (N78KL, Beech 58) - Propeller Blade Maintenance Question (Late Aircraft Repair)
Date: Thursday, April 27, 2023 9:30:44 AM
Attachments: [image003.png](#)
[image004.png](#)
[image001.png](#)
[image002.png](#)

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Micheal,

Sorry its taken so long to get back with you as i have been out of the office. We never did any repainting on that propeller during the time period that we maintained that aircraft. Only thing we did was maybe apply a little edge sealant to the deice strip. I can't remember if that was reapplied or not. Feel free to reach out to me if you have any further questions.

Thanks
Kevin Late

On Tue, Apr 18, 2023 at 4:58 PM Hodges Michael [REDACTED] wrote:

Hello,

I hope things are going well.

I am with the National Transportation Safety Board, and I have a question please about the incident with N78KL (Beech 58).

Here is the NTSB preliminary report:

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/105266/pdf>

Our materials engineers examined the fracture surfaces on the blade that had the separation. The blade facture surfaces showed signatures consistent with high-cycle fatigue.



Our materials engineers also found that for the area of concern, it appeared to be covered with a thick black paint that had a composition that differed slightly from the thinner layer of black paint on the rest of the blade. It is possible that there might have been some underlying damage to the blade, and it might have been covered up with black spray paint.

I was going through the maintenance records for the left propeller, and I saw that Late Aircraft Repair did some previous work on the left propeller from September 2017 to December 2020.

Late Aircraft Repair
9-18-2017 Hobbs 2652.1 TTP 2036.7 SOH N/A Hartzell HC-C4YF-2E SN GL195 N78KL Left prop
Remove propeller due to clogged grease fittings in hub. Propeller sent to Stallings propeller for repair- see 8130. Reinstall propeller IAW hartzell manual 115N Rev 5. Propeller cycled, regreased and dynamically balanced to .08 IPS @ 2400 RPM.
I certify that this Propeller has been inspected in accordance with a 100hr/Annual inspection and is found to be in an Airworthy condition at this time.
Kevin Late AP [REDACTED] A [REDACTED]

Late Aircraft Repair
9-27-2018 Hobbs 2734.1 TTP 2118.7 SOH N/A Hartzell HC-C4YF-2E SN GL195 N78KL Left prop
Lube hub IAW hartzell manual 115N Rev 5.
I certify that this Propeller has been inspected in accordance with a 100hr/Annual inspection and is found to be in an Airworthy condition at this time.
Kevin Late AP [REDACTED] A [REDACTED]

Late Aircraft Repair
10-20-2019 Hobbs 2785 TTP 2169.6 SOH N/A Hartzell HC-C4YF-2E SN GL195 N78KL Left prop
Lube hub IAW hartzell manual 115N Rev 5.
I certify that this Propeller has been inspected in accordance with a 100hr/Annual inspection and is found to be in an Airworthy condition at this time.
Kevin Late AP [REDACTED] A [REDACTED]

Late Aircraft Repair
12-17-2020 Hobbs 2866.1 TTP 2250.7 SOH N/A Hartzell HC-C4YF-2E SN GL195 N78KL Left prop
Lube hub IAW hartzell manual 115N Rev 5.
I certify that this Propeller has been inspected in accordance with a 100hr/Annual inspection and is found to be in an Airworthy condition at this time.
Kevin Late AP [REDACTED] A [REDACTED]

I want to please ask – did your company do any repair/dressing work with spray paint on the left propeller blades?

Thank you for the help. Have a good week.

Mike

Mike J. Hodges, MS

Aviation Accident Investigator, Central Region

National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300

Aurora, Colorado 80011

Cellular: [REDACTED]

Facsimile: [REDACTED]

Response Operations Center (24/7): 1-844-373-9922

Work Hours: Monday-Friday, 0900-1730 Central Time

“Don’t let yesterday use up too much of today.” – Will Rogers

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From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN22LA250 (N78KL, Beech 58) - Propeller Blade Maintenance Question (Stallings Aircraft Propeller LLC)
Date: Tuesday, April 18, 2023 5:41:22 PM
Attachments: [image0.png](#)

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The thicker paint/compound you are referring to is a Boot Dressing that is utilized to hold the edges of the Anti-Ice boot down. It's a conductive cement, like an epoxy.

It's a much thicker than the actual Sherwin Williams paint the blade is painted with.

These two propellers were in our shop for a reseal because they had been over serviced at the shop that was maintaining the Aircraft.

We do not have the records(work orders) dating back to 2017, but looking at the quickbooks we performed a basic Reseal, Complied with a Service Bulletin an Trued the ant-Ice Slip rings on both propellers.

If we would have done any blade work or installed new boots it would have been a full Overhaul or an IRAN(Inspect repair as Necessary), at a much higher price.

I will attach a copy of that.

If we can help in any way please don't hesitate to reach out.

5:27



Preview

Email

1 of 1

[REDACTED]
Colt, AR 72326
[REDACTED]



INVOICE

BILL TO

Late Aircraft
[REDACTED]

Pocahontas, AR 72455

INVOICE # [REDACTED]

DATE 08/29/2017

DUE DATE 09/28/2017

TERMS [REDACTED]

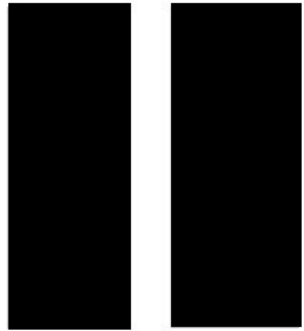
ACTIVITY	QTY	RATE	AMOUNT
Services Reseal Hartzell HC-C4YF-2E C-# C1105	2	[REDACTED]	[REDACTED]

Ser# GL195
GL196

Part
C4YF Parts Kit
Part
Pipe Plug P/N 106545
Per Hartzell SB #354
Part
Shop Supplies
Part
SlipRing Rework
Discount
10% Discount on Reseals

PAID

2
8
2
2
2,300



Invoices not paid within terms are subject to a 2.5% monthly rebilling charge.

PAYMENT
BALANCE DUE



Email: [Redacted]
Website: www.stallingsaircraftpropeller.com

Customize how your invoices look

Thanks.

Cody Stallings
Stallings Aircraft Propeller LLC
RS# 5JRR748C
Office# [Redacted]

On Apr 18, 2023, at 4:43 PM, Hodges Michael [Redacted] wrote:

Hello,

I hope things are going well.

I am with the National Transportation Safety Board, and I have a question please about the incident with N78KL (Beech 58).

Here is the NTSB preliminary report:

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/105266/pdf>

Our materials engineers examined the fracture surfaces on the blade that had the separation. The blade fracture surfaces showed signatures consistent with high-cycle fatigue.

<image003.png>

<image004.png>

Our materials engineers also found that for the area of concern, it appeared to be covered with a thick black paint that had a composition that differed slightly from the thinner layer of black paint on the rest of the blade. It is possible that there might have been some underlying damage to the blade, and it might have been covered up with black spray paint.

I was going through the maintenance records for the left propeller, and I saw that Stallings Aircraft Propeller LLC did some previous work on the left propeller back in August 2017.

<image001.png>

<image002.png>

I want to please ask – did your company do any repair/dressing work with spray paint on the left propeller blades?

Thank you for the help. Have a good week.

Mike

Mike J. Hodges, MS
Aviation Accident Investigator, Central Region
National Transportation Safety Board

14291 East 4th Avenue, Suite 7-300
Aurora, Colorado 80011

Cellular: [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: Re: CEN22LA250 (N78KL, Beech 58) - Additional Question
Date: Tuesday, April 18, 2023 8:49:52 PM

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Hi Mike , wow ! That's a heck of a picture ! I know that I have never done anything to anything on the airplane and I have no knowledge of anyone else doing anything to the props . And I would be highly upset with someone if I new that they covered up something on a prop ! I really don't see any of these guys doing anything like that . But I will send you Wilco Aviation and Aaron Farley's phone number . Andy

Sent from my iPhone

On Apr 18, 2023, at 4:23 PM, Hodges Michael [REDACTED] wrote:

Hi Andy,

I hope you are doing well.

I have a follow-up question please about the incident with N78KL (Beech 58).

Our materials engineers examined the fracture surfaces on the blade. The blade facture surfaces showed signatures consistent with high-cycle fatigue.

<image003.png>

<image004.png>

Our materials engineers also found that for the area of concern, it appeared to be covered with a thick black paint that had a composition that differed slightly from the thinner layer of black paint on the rest of the blade. It is possible that there might have been some underlying damage to the blade, and it might have been covered up with black spray paint.

I wanted to ask – have you, the airplane owner, or anyone else to your knowledge ever use any spray paint on the left propeller blades?

Also, do you have contact information (telephone number and email) for Wilco Aviation (the mechanic listed in the maintenance records is Aaron L. Farley)? It appears they

were the last company to do maintenance work on the left propeller on 01/10/2022.

Thank you. Have a good week.

Mike

Mike J. Hodges, MS
Aviation Accident Investigator, Central Region
National Transportation Safety Board

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Aurora, Colorado 80011

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