

DO NOT REPORT AIRCRAFT ACCIDENTS AND CRIMINAL ACTIVITIES ON THIS FORM.  
 ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE ASRS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA.  
 ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of strip.  
 NO RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.



TELEPHONE NUMBERS where we may reach you for further details of this occurrence.

HOME [REDACTED] HOURS 8am to 6pm  
 OTHER [REDACTED] HOURS

NAME [REDACTED]  
 ADDRESS/PO BOX [REDACTED]  
 ADDRESS LINE 2 [REDACTED]  
 CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]

TYPE OF EVENT/SITUATION  
**Falsification of Federally Regulated Documents**

DATE OF OCCURRENCE (MM/DD/YYYY)  
**07/12/2025**

LOCAL TIME (24 HR. CLOCK) [HH:MM]  
**16:30**

PLEASE FILL IN APPROPRIATE SPACES AND CHECK ALL ITEMS WHICH APPLY TO THIS EVENT OR SITUATION.

**EXPERIENCE**

Describe your qualifications  
**A**  
**P**  
**Inspection Authority**  
**Avionics**  
**Other: DOM - Part 119**

What is your technician / maintenance experience in years?  
 Lead Technician **10** Technician **25** Avionics **25**  
 Inspector **25** Repairman Other

**FACTORS**

Location  
**Naples, Florida**

Was training a factor?  
**N**

What other factors may have contributed?  
**Manuals**  
**Other: GMM 24hr Maintenance Checks**

Check items which were involved in the event  
 Inspection **Y** Installation  
 Testing Scheduled maintenance **Y**  
 Repair MEL  
 Logbook entry **Y** Other **GMM 24hr Maintenance Chec**  
 Fault isolation

Component / System / Sub-system involved:  
**Aircraft Maintenance Pre-Flight 24hr Check**

Was maintenance deferred? When was problem detected?

**N**

**Routine inspection**  
**Pre-flight**  
**Other: GMM 24hr Maintenance Chec**

**CONSEQUENCES / OUTCOME**

**Improper service**  
**Other: GMM 24hr Maintenance Checks**

AIRCRAFT / AIRWORTHINESS STATUS	MISSION	REPORTER ORGANIZATION
Unknown	Passenger	Air Carrier Other: AOC 1X0A

**TYPE OF AIRCRAFT (MAKE / MODEL) AND ENGINE TYPE**

Type of Aircraft: **Embraer** Series: **EMB 145** ATA Code: **Part 135 GMM**  
 Aircraft zone: **Cockpit** Engine model: **Allison** Other: **GMM 24hr Maintenance Chec**

**DESCRIBE EVENT/SITUATION**

Keeping in mind the topics shown below, discuss those which you feel are relevant and anything else you think is important. Include what you believe really caused the problem, and what can be done to prevent a recurrence, or correct the situation.

I want to be clear that I was not any part of the Falsification of the Federally Regulated Pre-Flight Maintenance Daily Check for the passenger-carrying flight of N81EX on Saturday, July 12th, 2025, from California to Greenville, South Carolina. It was brought to my attention by Russell Andrews, the Director of Operations, that I had mistakenly misled my local FAA FSDO ASI upon my resignation as the Director of Maintenance (DOM) from Exodus Aviation Air Carrier 1X0A. The Director of Operations, Russell Andrews, called me Monday, July 14th, 2025, upon my official emailed resignation to my two local ASIs, titled "Resignation - effective Friday, July 11, 2025". He stated that I needed to clear the record as my actual inter-company resignation was actually Saturday, July 12th, 2025, and not Friday, July 11th, 2025. The text of my resignation email is as follows: "Dear Sirs, Please accept my apologies and complete resignation from all duties and responsibilities as Director of Maintenance for Exodus Aircraft. I resigned immediately upon disclosure to me of a very public lawsuit against the Accountable Manager of the Exodus Aircraft Air Carrier Certificate 1X0A. Thank you. [REDACTED]"

I did not intend to reflect that I resigned Friday, July 11th, 2025. I actually resigned Saturday, July 12th, 2025, 16:30. This oversight cast shadows on the Part 135 required GMM Pre-Flight Maintenance Daily Checks for that passenger-carrying revenue leg. I was in Naples, FL, on an AOG, and Russell Andrews, the Director of Operations, was in Jamaica on vacation. I spoke with him on the phone Saturday, July 12th, 2025, before and after my resignation effective 16:30. I shared with him that I would not be available to help with a 24-hour Part 135 required GMM Pre-Flight Maintenance Daily Check, and he stated that it was ok, that he would handle it. I encouraged him to have a local maintenance shop conduct the required inspection items and sign-off, and discussed with him the process that would need to be executed to provide for work away from the station. He stated, however, that he would just have the Chief Pilot sign his name to the 24-hour Part 135 required GMM Pre-Flight Maintenance Daily Check. I encouraged him not to do that. I want to be clear that I was not any part of the Falsification of the Federally Regulated Pre-Flight Maintenance Daily Check for the passenger-carrying flight of N81EX on Saturday, July 12th, 2025, from California to Greenville, South Carolina. By the time of that flight, I was no longer the Director of Maintenance. Thank you

CHAIN OF EVENTS		HUMAN PERFORMANCE CONSIDERATIONS	
- How the problem arose	- How it was discovered	- Perceptions, judgements, decisions	- Actions or inactions
- Contributing factors	- Corrective actions	- Factors affecting the quality of human performance	

[Print This Page](#)[Close](#)**From the NASA Aviation Safety Reporting System:**

NASA has established an Aviation Safety Reporting System (ASRS) to identify issues in the aviation system which need to be addressed. The program of which this system is a part is described in detail in FAA Advisory Circular 00-46F. Your assistance in informing us about such issues is essential to the success of the program. Please fill out this form as completely as possible.

The information you provide on the identity strip will be used only if NASA determines that it is necessary to contact you for further information. THIS IDENTITY STRIP WILL BE RETURNED DIRECTLY TO YOU. The return of the identity strip assures your anonymity.

Section 91.25 of the Federal Aviation Regulations (14 CFR 91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations. Your identity strip, stamped by NASA, is proof that you have submitted a report to the Aviation Safety Reporting System. We can only return the strip to you if you have provided a mailing address. Equally important, we can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you.

**NOTE:** Aircraft accidents should not be reported on this form. Such events should be filed with the National Transportation Safety Board as required by NTSB Regulation 830.5 (49CFR830.5).

**Paperwork Reduction Act Statement** - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.

Thank you for your contribution to aviation safety.