



MEMORANDUM FOR RECORD

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Senior Air Safety Investigator
Eastern Region

Date: February 22, 2022
Person Interviewed: Mr. Nate Smith – General Manager - Myers Aviation
NTSB Accident Number: ERA21LA037 Warrenton, GA
Subject: Telephone Interview

Narrative:

Mr. Smith was the general manager of Myers Aviation, and he was interviewed by telephone on several occasions. He also provided several emails and performed examinations and downloads of various components while being guided and supervised remotely by Board investigators. The following is a summary of those interactions.

Mr. Smith recovered the accident airplane to his facility in Green Bay, Wisconsin where an engine run was attempted. The engine and propeller were undamaged, so the engine run was attempted on the airframe, and it was unsuccessful.

The magnetos were replaced, and the engine started immediately, accelerated smoothly, and ran continuously without interruption.

Mr. Smith then successfully downloaded the MFD and forwarded the data to the NTSB for examination and graphing. Among the many parameters captured, the engine RPM data indicated a significant and prolonged engine overspeed event during the long, uncontrolled descent.

The magnetos were disassembled, and the internal damage displayed by each was consistent throughout. The magneto rotating magnets each had fractured pieces separated just below the pinion drive gears. The plastic drive gear driven by the pinion gear in each magneto displayed stripped and fractured teeth.

A review of a previous NTSB investigation (CEN16LA043) revealed identical damage patterns in the airplane engine's magnetos following an engine overspeed event.