



MEMORANDUM FOR RECORD

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 9, 2023
NTSB Accident Number: ERA22FA051

The pilot's family provided NTSB pictures of his pilot logbook. The pictures were individually taken of the left and right pages; the right page of all but two pages did not incorporate any carry-over data from the left page; therefore, his total flight duration in the airplane could not be determined. A review of the provided pages revealed the following information since purchasing the airplane on March 21, 2021:

April 8, 2021 – "1st engine run and taxi since purchase."
April 13, 2021 – Donaldsonville, GA 1st flight Round Trip for 21 miles each way, flew at about 3,100 rpm. Two landings
April 18, 2021 – So responsive. "Dead after touchdown." One landing
August 21, 2021 – Direct Fuel Line. New Plugs. Air Filter Hose. Nine landings
August 26, 2021 – Roundtrip Donaldson. Hot 91°. "Must lean for best performance."
Two landings
August 30, 2021 – Color Check on Left (#1,#2) cylinders. "A little rich." Flew at 2,000 ft mean sea level. Two landings. A handwritten note on the right page indicated that the EGT and CHT's were a bit high for the #1 and #3 cylinders (1243° to ~ 1325° for EGT) and 350° to 385° for CHT,
September 2, 2021 – "#1 and #3 still high EGT & CHT." Three landings. Additional remarks unreadable.
September 20, 2021 – Set CDI timing as noted in Aerovee Engine Manual. Three landings. The right page associated with this flight contained a hand written entry, "CYL's #1 & #3 CHT's (432°) EGT's Higher (~1375°). Engine rougher than before when CDI timing was more retarded."
October 30, 2021 – Runway 26 takeoff. Immediately land on runway 18. CHT (452°) EHT-High, and oil temperature (206°) – "Red flashing light"
November 3, 2021 – Readjust timing and mixture. "OK!! Finally." The logged flight time was .4 hour.