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Date: April 11, 2024

Subject: ERA22FA387, Questions for A&P Jonathan Messerer

Contact: Jonathan Messerer of Jonathan Aero

As part of the investigation, Jonathan Messerer of Jonathan Aero was contacted by phone on September 12, 2022, to obtain information about the airplane's last annual inspection. He was sent an e-mail the same day at 1314 EDT, asking for answers to the questions below. He responded by e-mail on September 20, 2022, at 1038 EDT, with a signed letter and answers to all questions. The letter is an attachment to this Memorandum For Record.

1. What date the airplane arrived at your shop for its last inspection.
2. What date the inspection was completed.
3. Whether you recall what rpm the propeller blades were pitch to in reference to the July 1, 2021 entry in which new propeller blades were installed.
4. Whether the pilot contacted you after the inspection was performed and the accident date with any issues.
5. Provide me a copy of any discrepancies found during your last inspection.
6. What was the maximum engine rpm achieved (static) during an engine run at the airplane's last inspection.
7. Whether you or someone performed a test flight after the inspection was signed off and if there were any discrepancies.
8. Provide a copy of the inspection checklist utilized for the inspection.
9. If you know who the neighbor was that helped the pilot pitch the blades.
10. What the hour meter was reading when the airplane arrived at your facility in 2022 for its inspection.
11. What the hour meter was reading when the airplane left your facility following the 2022 inspection.
12. Whether during your 2022 inspection if the propeller blades were re-pitched or adjusted.
13. Whether during your 2022 inspection, during an engine run if you noted any problem with the engine or its systems.
14. Any other factual information you feel would be helpful for the NTSB investigation.

Jonathan Aero

Duluth Mn

1,2 Aircraft was delivered to the shop on June 28,2022. Started on it early morning and loaded it back up about 6pm same day. Owner assisted with work and inspection.

3.The owner had purchased the new prop blades and had the manufacturer's instructions for installation. He had the pitch numbers. I do not recall what they were.

4.I had no contact with the owner after either inspection was completed. I saw the aircraft and owner once a year for condition inspection.

5. The only ones I recall was I pointed out some slight wear in fabric from the folding and unfolding wing. Owner checked the torque of bolts at the bearing at the top of the mast. They were good.

Otherwise routine stuff. Tightening nuts and bolts and any servicing the engine needed.

6.Owner did run-up. Do not recall if he did a max rpm check.

7. There was a test flight in 2021. There was just a run-up after the 2022 inspection.

8.I used a combination of checklists found online. Evolution Trike,Revo with a similar wing and Rotax 912 checklist also online. Owner had somewhat of a checklist. I could not find one specific to this aircraft.I did not retain any of them.

9. After the 2021 test flight the owner suggested he may adjust blade pitch. He said he would have his neighbor help him.I do not know if they did or not. I never heard anymore about it.I do not know the neighbor or his name.

10.11. I do not recall times on aircraft. Owner may have been using his flight time as aircraft times.

12. No adjustments were made to prop blades in 2022.

13. No problems were noted with engine run-ups. Before and after inspection

14.As I noted,I only saw this aircraft once a year. The owner never consulted about any issues or maintenance items.

Jonathan Messerer,A&P