



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 6, 2023
NTSB Accident Number: ERA22LA412

A review of the No. 3 engine logbook revealed the following entries:

3/19/1990 – Installed “Reconditioned Cylinders on #2 & 4 Positions with new seals & gaskets & rings.” Tach time (Tach) 476.8. Engine Total Time (ETT) Not Reported. Engine Time Since Major Overhaul (ETSMOH) 721.8.

10/10/1996 – Removed No. 2 cylinder. Ground valves and replaced rings and seals. Tach 556.0. ETT and ETSMOH not reported.

1/1/1998 – Engine Overhauled by A&P – This entry indicated a steel piston ring set was installed at the No. 2 cylinder position and that all cylinders were honed and the valves ground. Tach 558.0. ETT Not Reported.

4/1/2000 – Engine Ground Run. Tach 558.0. ETSMOH 0.

11/20/2003 – Old Tach 631.93¹. New Tach reading 0021.7 installed. Total time 2437.93.

2/11/2005 – Removed No. 2 cylinder due to stuck valves. Cleaned Valve guides and valve stems and reinstalled cylinder. Tach 84.4. ETT 2,500.63. ETSMOH 136.63.

10/16/2009 – Removed No. 2 cylinder and reamed valve guides. Tach 304.6. ETT 2,720.83. ETSMOH 356.8.

9/21/2019 – No. 2 cylinder exhaust valve stuck open. Removed exhaust valve and reamed guide to clean out carbon and lead. Polished exhaust valve stem and reinstalled valve. Tach 432.5. ETT 2,848.7. ETSMOH 484.7.

¹ This was based on the total time in the previous entry dated August 26, 2003, with a tach reading 611.89 and a total time of 2417.89.

3/9/2022 – Last Annual Entry. Tach 466.3. ETT 2,882.5. ETSMOH 518.5.

9/9/2022 – Accident. Tach 495.4. ETT 2,911.6. ETSMOH 547.6 (Figure 1)



Figure 1: FAA Digital Photograph. View of the Tachometer Taken Postaccident. Reading 495.4