

MEMORANDUM FOR RECORD

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety-Eastern Region

Date: January 28, 2025

Subject: ERA23FA113

Contact: Scott Erickson, Owner of D'Shannon Aviation

As part of the investigation, a review of the Federal Aviation Administration (FAA) aircraft airworthiness file revealed that the airplane underwent modifications to Type Certificate design in accordance with multiple Supplemental Type Certificates by installation of a different model engine, propeller, overhaul and calibration of the manifold pressure/fuel flow gauge, cooling air baffles, aileron and wing flap gap seals, and lower cowling access panels. One entry in the FAA 337 form specified, "D'Shannon Products LTD. FAA approved Flight Manual Supplement Document #FMS-DP-36E is required and put in Aircraft Flight Manual. Parts supplied under Kit #D2313."¹

Mr. Scott Erickson, owner of D'Shannon Aviation was contacted and asked for and provided FMS-DP-36E but advised that the document was considered intellectual property and not to be released into the public domain.

To satisfy the investigation, a review of the provided FMS-DP-36E revealed that with respect to Section II, "Limitations" there were no engine powerplant changes to the original Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (Figure 1).

¹ Refer to the NTSB public docket for this investigation.

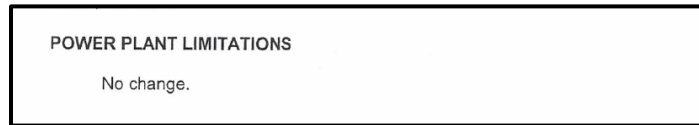


Figure 1 No Changes to Power Plant Limitations

With respect to Section III, “Emergency Procedures” and the provided FMS-DP-36E revealed that there were no powerplant limitation changes to the original Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual (Figure 2).



Figure 2 No Changes to Emergency Procedures

With respect to Section IV, “Normal Procedures” and the provided FMS-DP-36E there were no changes to any checklist of the original Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual and the only changes noted were related to airspeeds for safe operation (Figure 3).

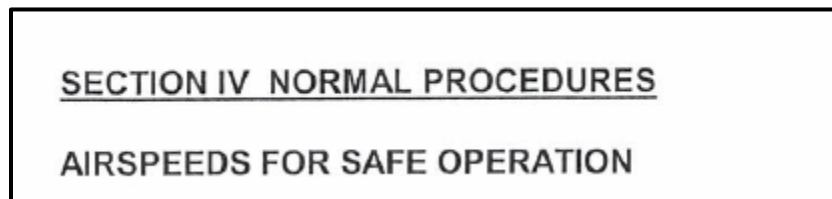


Figure 3 No Checklist Changes

The DRAFT Memorandum For Record was sent by email to Mr. Erickson for review on January 28, 2025, and he was advised at that time that I intended to put it into the public domain for the investigation. He did not reply by email providing information about his review. On January 29, 2025, at 1706 EST he was sent a text message to his cell phone that NTSB had communicated with multiple times. The text read, “Sir do I have your permission to finalize the document? If you do not reply by close of business tomorrow, or at 1700 [EST], 2200 [UTC] it will be assumed you are ok with the document and I will finalize it and send to you.” He did not reply by email or text message by that deadline. On January 30, 2025, at 1700 EST the document was finalized and e-mailed to him and the investigative team. It will also be available in the NTSB public docket at the conclusion of the investigation.