



MEMORANDUM FOR RECORD

Daniel Boggs
Air Safety Investigator
Eastern Region

Date: 3/26/2025
Subject: Pilot interview, Clyde Jones
NTSB Case Number: ERA25LA157

Mr. Clyde Jones, Pilot, was interviewed by telephone.

Mr. Jones stated that the annual inspection on his airplane was just completed about 3.7 hours before the accident. During the annual inspection, one cylinder was replaced due to low compression, he was not sure which one was replaced. Mr. Jones stated that about 45 minutes after he took off, at an altitude of 6,500 ft, he noticed his RPM's starting to increase, he adjusted the PRM down with the propeller controller and about 5 minutes later, he noticed the PRM starting to increase again. He tried to adjust the RPM down again with the propeller control but this time it would not adjust. He made the decision to turn around and not fly over the mountains. He was going to land at the closest airport, which was about 30 miles away. Approximately 5 minutes later, the engine experienced a catastrophic failure and blew engine parts out of the top of the engine cowling. He glided the airplane to what he thought was a field, but it was a private airport with a grass runway. Mr. Jones further stated that he was a little too high and fast, and ended up landing long on the runway and skidded off the end of the runway and contacted a fence damaging the leading edges of the wings, cowlings, and one flap. The landing gear may be damaged as well but needs to be inspected further.

Daniel Boggs