

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1119	DATE 06/14/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Michael Stewart A&P at Stew's Aero in Carson City, NV in reference to N3138C CE-		NM11	KLH
R182 S/N: 0239 Maintenance performed on June 1, 2023			
			
SUBJECT Accident Aircraft N3138C CE-R182 S/N: 0239 Maintenance & Records			
DIGEST			
06/14/2023 1045, I spoke with Michael Stewart A&P that did some work on the accident aircraft and returned it			
to service after replacing a dual magneto on June 1, 2023. Michael stated a pilot brought an aircraft to his shop			
On May 31, 2023 with what the pilot stated as the left mag was dead, when you switched to left mag the engine			
would die. Michael started troubleshooting and the first thing he found was that the "P" Leads were crossed			
which switched the operation of the mags left to right. After swapping the leads back and doing an engine run			
it was confirmed that the mag that failed was the right-hand mag. A mag was ordered then received and replaced			
On June 1, 2023. The mechanic installed and timed the mag per the tag on the mag and completed several			
engine runs trying to duplicate the pilots discrepancy. The mag problem could not be repeated and the mechanic			
returned the aircraft to service. The pilot then took the aircraft up for a test flight and never returned to the airport.			
The mechanic also stated he didn't have much experience with the D Style of mag but he got it installed and timed.			
I asked Michael for a copy of the signed logbook entry via email which he provided this day.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/14/2023	TITLE FAA ASI/PAI/PMI	SIGNATURE 	

DIGEST (CONT)

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: July 20, 2023

Subject: WPR23FA225, Memorandum for Record

Contact: Michael Stewart, A&P, Stew's Aero

The following is a synopsis of the information provided by Mr. Stewart in a telephone conversation.

Mr. Stewart is an A&P at Stew's Aero. On or about June 1, 2023, N3138C, a Cessna 182 was brought into the shop for service due to a possible malfunctioning magneto. The airplane was equipped with a single drive, dual magneto. After trouble shooting the airplane, it was determined that the "P" leads were crossed. The "P" leads were switched and a engine run was conducted, it was confirmed that the right magneto had failed. Maintenance on magnetos is limited to basic diagnostic and replacement. A magneto was order by the owner, and upon arrival of the owner provided magneto, it was replaced. After installing the magneto, several engine runs were conducted in an attempt to replicate the discrepancy. The magneto problem could not be duplicated. He then requested Mr. Kevin Shuman, quality control check (Q.C.) the maintenance conducted.

The airplane was then returned to the pilot and advised to conduct a runup and inflight ignition test. If any abnormalities were present during the runup and inflight ignition test, return the airplane for further troubling shooting and diagnostics. He then observed, the pilot conduct a runup of the airplane, completed a couple of circuits in the airport traffic pattern, then departed the area.



Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: July 20, 2023

Subject: WPR23FA225, Memorandum for Record

Contact: Kevin Shuman, A&P, Stew's Aero

The following is a synopsis of the information provided by Mr. Shuman in a telephone conversation.

Mr. Shuman is an aviation maintenance technician at Stew's Aero. On or about June 1, 2023, Mr. Michael Stewart requested he conducted a quality control check (Q.C.) on the magneto maintenance performed on N3138C, a Cessna 182. He recalled checking for any loose wires and ensured the attached hardware was secure and properly fastened.