



## MEMORANDUM OF RECORD

**Luke Schiada**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date:** February 9, 2016

**Subject:** ERA16LA105, DH-82A Tiger Moth, N9410, Modena, New York

**Name:** Scott Gillson

The Federal Aviation Administration (FAA) employed Mr. Gillson as a Flight Standards District Office (FSDO) Inspector, at the Albany FSDO. Mr. Gillson was the FAA inspector responsible for the subject accident. During the course of the investigation, Mr. Gillson reported:

The airplane crashed in a heavily wooded area approximately 450 yards east of the Old Orchard Airpark Airport and came to rest suspended in trees.

Subsequent examination of the wreckage was performed on December 31, 2016. The examination revealed that the forward (No. 1) cylinder had "little to no compression" when the crankshaft was rotated. Engine valve train continuity was observed through the accessory section. Fuel was present in the fuel line from the gascolator to the carburetor and there was no evidence of fuel contamination. The position and condition of the engine precluded a check of the ignition system for proper operation.



## RECORD OF CONVERSATION

**Luke Schiada**  
**Deputy Regional Chief**  
**Eastern Region**

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**Date: September 22, 2020**  
**Person Contacted: Michael Maniatis**  
**NTSB Accident Number: ERA16LA105**

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### **Narrative:**

Mr. Maniatis was the owner of the accident airplane and the pilot at the time of the accident. During a telephone conversation, he stated:

Subsequent teardown of the engine revealed that the forward (No. 1) cylinder exhaust valve was stuck in the open position. He also stated that disassembly of the left magneto revealed that the "breaker spring" was fractured. He further recalled conducting a magneto check prior to takeoff with no anomalies noted.

Mr. Maniatis stated that given that the accident flight was conducted with a passenger and half fuel load, the loss of compression to one of the four engine cylinders alone would have resulted in a loss of engine power and subsequent forced landing; however, he believed that the combination of the loss of compression on the No.1 cylinder and failure of the left magneto resulted in the loss of engine power that he experienced during the accident flight.