

## Lindberg Joshua

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**From:** Luc van Herle [REDACTED]  
**Sent:** Wednesday, December 4, 2019 10:58 AM  
**To:** Lindberg Joshua  
**Cc:** 'Tim Sreen'  
**Subject:** RE: NTSB Investigation - N6245V Monroe WI  
**Attachments:** AvResults - Engine S\_N 1214747BA.pdf

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Hello Josh,

I hope you had a great Thanksgiving.

I have attached the copies of the oil analysis reports from my maintenance shop. These go back to before I purchased the airplane in 2012.

We did not do any cylinder work after the rebuild at Poplar Grove. So, I have no idea when or where the SAP pistons were installed. Not while I owned the plane, at least to my knowledge.

As stated previously, I would analyze the JPI data live, in-flight. I did not download the data. The JPI gives you such a clear indication of CHT's, EGT's, etc., that I never felt the need to do so. The temps were typically as straight a line as you could get. Annual borescopes and compression tests confirmed that all was well inside my engine.

Regards,

Luc

**Luc van Herle**

Email: [REDACTED]

Mobile: [REDACTED]

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**From:** Lindberg Joshua [mailto:[REDACTED]]  
**Sent:** Thursday, November 21, 2019 09:46  
**To:** Luc van Herle <[REDACTED]>  
**Cc:** Tim Sreen [REDACTED]  
**Subject:** RE: NTSB Investigation - N6245V Monroe WI

Thank you, Luc. Let me know when you have the oil analysis reports.

The pistons were Superior Air Parts and the rest of the cylinder kit was Continental. I cannot find anywhere in the logbooks where the pistons were changed to SAP after the overhaul or after the rework in 2013. Everything I see in the logs shows the entire cylinder kit being Continental. Do you know when the SAP pistons were installed?

Also, I'm not insinuating anything about the JPI – just very unusual that the unit is absent data. A download would not delete the data. When you would analyze the JPI data how were you doing that? Download to a usb stick then use the native EZTrends software or maybe SavvyAnalysis? Do you have any of that old data saved?

Thanks,

Josh

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**From:** Luc van Herle [REDACTED]  
**Sent:** Wednesday, November 20, 2019 12:11 PM  
**To:** Lindberg Joshua [REDACTED]  
**Cc:** Tim Sreen [REDACTED]  
**Subject:** Re: NTSB Investigation - N6245V Monroe WI

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Hello Joshua and Tim,

The December 2012 oil starvation event was the result of a broken oil line. This led to a much more gradual loss of power and oil. I was able to make a successful landing in Dubuque, IA. This is what led to the engine rebuild in Poplar Grove, IL.

I am obtaining copies of the oil analysis reports. They were kept by my maintenance shop. Everything was normal. Not making metal. I was present for each oil filter inspection.

I used the JPI extensively during each flight. I am a numbers guy and analyze data all the time. Oil pressures and temps were rock steady. CHT's and EGT's always well in range thanks to new baffles by D'Shannon and careful engine management. Rarely exceeded 300 deg in CHT's.

Not sure I understand the question. I did not download the data.

Thanks,

Sent from my iPad

On Nov 19, 2019, at 08:56, Lindberg Joshua [REDACTED] wrote:

Hi Luc,

Completing the engine examination today at the factory. In the logbooks we noticed that there was an "oil starvation engine shutdown" in December 2012 and the engine repair completed in January 2013 – can you tell me more about that event...was it similar to the accident flight?

Also, it appears that at every oil change you were having oil samples taken for analysis. Can you send me the analysis reports so we can look for trends?

FYI – the JPI did not have any stored data. Looks like it was never used or the data was lost after the accident. Had you used the JPI at all prior to the accident?

Thanks,

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

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**From:** Luc van Herle [REDACTED]  
**Sent:** Thursday, September 26, 2019 6:50 PM  
**To:** Lindberg Joshua [REDACTED]  
**Cc:** Luc van Herle [REDACTED]  
**Subject:** Re: NTSB Investigation - N6245V Monroe WI

Hello Joshua,

We are doing as well as is possible under the circumstances.

[REDACTED]

1) When I declared the emergency, the controller immediately told me to descend from 5000 to 3000. I knew that this was the worst possible thing to do having lost all engine power. Still wondering what possessed him to ask that. This is why I immediately cancelled IFR rather than argue with the man. At 5000 ft with no engine, all seconds are precious. I knew our lives were at stake.

I advised the controller of my intention to divert to Monroe, shown as the nearest field on my instruments.

I switched to Monroe frequency and spoke with a plane that had just departed there. At this time the windshield became covered in oil and smoke began to enter the cabin. I briefed my wife that we were going to conduct an emergency landing.

2) Due to the smoke in the cabin and the oil on the windshield, we were unable to spot the field at EFT. We were rapidly losing altitude. I knew we had passed it, I also knew I did not have enough altitude and speed to turn back. That's when we landed in the field, after having side-stepped from the road because of power lines and telephone poles.

I hope this clarifies it for you.

Regards,

Sent from my iPad

On Sep 26, 2019, at 16:33, Lindberg Joshua [REDACTED] wrote:

Hi Luc,

Hope you and your wife are healing well. After reading your narrative in the accident report form I have a few more questions – hopefully you can elaborate for us. Please understand that I am not trying to be critical, I just need to better understand the circumstances of the accident.

1. After the engine failure you declared an emergency, canceled IFR, were told to squawk VFR and left the frequency? They canceled radar services and offered to give you the TRACON phone number. Did you not want to use their services? Did you not want to ask for vectors to the nearest airport or stay of freq until after landing?
2. After the engine failure and left turn, you continued over Monroe Airport (EFT) and beyond to the northeast. Where were you headed? Did you know that you were over the top of EFT? Coverage in that area isn't great so I don't have the very end of the flight track.

Thanks for helping us to understand.

**Josh Lindberg**  
Air Safety Investigator  
National Transportation Safety Board  
[REDACTED]

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**From:** Luc van Herle [REDACTED]  
**Sent:** Sunday, September 8, 2019 7:52 PM  
**To:** 'Spreen, Timothy (FAA)' [REDACTED]  
**Cc:** Lindberg Joshua <[REDACTED]>  
**Subject:** RE: NTSB Investigation - N6245V Monroe WI

Good evening gentlemen,

Here is the information you requested.  
Please let me know what other questions you have.  
My wife is headed for her second foot surgery tomorrow morning.  
Due to the file size I will send several emails.

Regards,

Luc

**Luc van Herle**

Email: [REDACTED]

Mobile: [REDACTED]

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**From:** Spreen, Timothy (FAA) [REDACTED]  
**Sent:** Thursday, September 5, 2019 08:05  
**To:** Luc van Herle [REDACTED]  
**Cc:** Lindberg Joshua [REDACTED]  
**Subject:** RE: NTSB Investigation - N6245V Monroe WI

Hello Luke,

Why don't you just send the maintenance logs instead of making copies? That should alleviate most of the workload.

Just a thought.

Thanks,  
Tim

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**From:** Luc van Herle <[REDACTED]>  
**Sent:** Thursday, September 05, 2019 7:19 AM  
**To:** Sreen, Timothy (FAA) [REDACTED]  
**Cc:** Lindberg Joshua [REDACTED]  
**Subject:** Re: NTSB Investigation - N6245V Monroe WI

Hello Tim and Joshua.

[REDACTED]

I have asked our oldest son to come and assist me this weekend in completing your form and scanning in the dozens of copies you need. It seems like an overwhelming task.

I apologize for the delay, but my wife comes first.  
Respectfully,

Sent from my iPad

On Sep 3, 2019, at 13:48, Sreen, Timothy (FAA) <[REDACTED]> wrote:

Hi Luc,

I hope all is well. Just checking to see how you are coming with the requested documents. Please refer to the beginning of this email chain. The NTSB Form 6120.1 will have most answers I need for my documentation and will help alleviate repetitive questions. Please send everything to Josh and he will share what he can with me.

Best Regards,

**Timothy Sreen**

Aviation Safety Inspector  
FAA, MKE FSDO GL-13  
4915 S. Howell Ave Ste 400  
Milwaukee, WI 53207  
Desk [REDACTED]

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**From:** Luc van Herle <[REDACTED]>  
**Sent:** Thursday, August 29, 2019 7:27 AM  
**To:** Lindberg Joshua [REDACTED]  
**Cc:** Sreen, Timothy (FAA) [REDACTED]  
**Subject:** Re: NTSB Investigation - N6245V Monroe WI

Thanks.  
Ok.

Sent from my iPad

On Aug 29, 2019, at 07:19, Lindberg Joshua [REDACTED] >  
wrote:

That sounds good, Luc. If you have any down time you might begin writing down your recollection while it's still fresh in your mind.

Hope the surgeries go well.

Josh Lindberg  
NTSB

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**From:** Luc van Herle [REDACTED]  
**Sent:** Thursday, August 29, 2019 7:17:07 AM  
**To:** Lindberg Joshua [REDACTED] >  
**Cc:** [REDACTED]  
**Subject:** Re: NTSB Investigation - N6245V Monroe WI

Hi Joshua,  
We just got home late last night.

[REDACTED]  
[REDACTED]  
I will start dealing with your requests as soon as I am able to.

We were able to collect our belongings from the Sheriff yesterday afternoon. Thank you so much for finding them.

Sent from my iPad

On Aug 28, 2019, at 10:08, Lindberg Joshua

[REDACTED] wrote:

Luc,

Tim is looking through the airplane right now. He will coordinate with you as soon as he finds your wallet/purse/glasses. Would these items be loose in the airplane or inside a bag somewhere?

Thanks,

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

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**From:** Lindberg Joshua

[REDACTED]

**Sent:** Wednesday, August 28, 2019

10:04 AM

**To:**

[REDACTED]

**Cc:**

**Subject:** NTSB Investigation - N6245V  
Monroe WI

Hi Luc,

Thanks for speaking with me today about this accident. As I mentioned, I will be the NTSB Investigator-in-Charge and FAA Inspector Spreen is assisting the on-scene portion. Please take the next few days to complete the attached

NTSB Accident Report Form and send it back to when you're finished. I will also need the items listed below.

1. Copies of maintenance logbooks for the last 3 years – Airframe, Engine, and Propeller
2. Copies of any invoices or work orders completed on the engine in the last 1 year
3. Copies of your personal pilot logbook for the last 1 year

Thank you,

**Josh Lindberg**

Air Safety Investigator

National Transportation Safety Board



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