



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

August 24, 2017

Subject: ERA17LA233
Who: Lawrence Nolte – Pilot

In a telephone conversation, Mr. Nolte stated following:

- He had the circuit board tested. There was nothing wrong with the circuit board.
- The Lithium battery that was installed on the airplane was fully charged at 13.6 volts. We were charging it with a regular battery charger. I didn't realize you weren't supposed to do that. I'm thinking when I took off it had a low charge. I think it was about 13 volts. With the battery that low, and it getting full amps from the alternator, it starts to overheat. When it gets too hot, it shuts off.
- I was using a motorcycle battery. I didn't know they had an aircraft specific battery. I'm going to get one.
- Once that battery went dead, it's like turning off the master switch. I didn't have a back up battery.
- Next time around I'll have an aircraft specific battery and a back up battery. The circuit breaker plans did have a comment that if you're using all electric, be sure to use a back up battery. I didn't see that the first time around. It was from the manufacturer of the circuit breaker panel, but not Zodiac, they don't sell anything about the interior with the airplane.