



Memorandum For Record

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Date: March 31, 2020
NTSB Accident Number: ERA18LA135

The pilot was asked by e-mail on March 26, 2020, at 0934 EDT to confirm the accuracy of data provided below and his response the same day at 1023 EDT was:

“That is all basically correct.”

“After installing the power commander auto tuner AT200 the pilot was attempting to do the fuel adjustments required for operation on Monday April 24th 2018. The pilots first setting to the AFR# was 13.0 which is a very lean mixture the manufacturer recommendations are to start with a 14.7 AFR#. His span setting for the fuel map table was set to 20 which is recommended. His test flight indicated an EGT of 1050 Degrees F which would indicate with his AFR setting on the very lean side coming close to running out of fuel. The pilot misdiagnosed this as being [too] rich after reviewing internet blogs suggesting optimum EGT should be 1100 degrees F. He then changed the AFR# to 13.5 and on second test flight EGT’s read 1100 degrees F thinking he had leaned the engine out and the temperatures where correct based on internet information used for street bike performance. In fact he had created a richer fuel mixer allowing the engine to produce more power in return creating the higher EGT’s. After completing this flight the pilot did not review or accept the auto tuners suggested new fuel map and thought he had completed the set up. The [following] day Tuesday April 25th being an overcast day requiring a higher fuel air ratio he began flight with the same lean settings.”