



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 24, 2020
NTSB Accident Number: ERA19LA032

The pilot and owner were sent an e-mail on April 24, 2020, asking to explain under what conditions the engine overheating issue occurred. The response from the pilot the same day CC'd to the owner copied below:

“Good morning Mr. Monville,

Overheating issues first appeared at power levels that I would qualitatively express as sustained above-moderate power operation.

The constant-speed powerplant's power settings would be quantitatively expressed in RPM/MP combinations, and after this length of time I am unable to provide absolute numbers for MP. My recollections of RPM are based heavily on the retained visual image of the analog backup engine tachometer and it's instrument-marked redline limit. MP indication was provided as a numerical value displayed by the electronic engine monitor's LCD screen. If Mr. Fowler still has any downloaded data from the engine monitor, that may provide more concrete information.”

The owner responded the same day that the EM-5 did not record and retain engine data/values.