

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Re: N88MV Original engine? (WPR18LA021)  
**Date:** Friday, November 3, 2017 10:58:10 AM

---

Hi Mike,

1. This is the original engine to the A/C. It was modified from fixed pitch to constant speed at around 600 hrs. I bought it with about 1100 hrs.
2. I don't have exact dates for the ground runs but I first started and ran it about 5 weeks ago. I ran it dozens of times as required to configure and test both the new fuel system as well as my new avionics. Base on my memory of the time logged on the G3X display, I think it was 1.5-2 hours total ground run time set to record based on the RPM being above 800.  
The first and second flights were completed on 28 October mid day and later afternoon. Nothing abnormal was noted on the engine performance. After the first flight, an adjustment was made to the elevator trim and I flew the airplane again. Each flight was about 30 min long overhead the field. During these flight I was evaluating the system and making fine adjustments to the air/fuel ratio with the fuel trim knob as part of the systems capabilities. The incident occurred about 25 min into the third flight on Monday.
3. The system uses an air/fuel ratio gage to monitor the mixture and performance to the engine. The first couple flight were focused on that and the fuel delivery during flight. Nothing was noted as being abnormal or out of spec. I did notice that the battery voltage and alternator output was normal at about 14 volts and 7ish amps on my engine display.
4. I purchased a wiring harness from Steinair complete with wiring diagram and used that to install the avionics. The fuel and ignition systems were purchased from EFII as a kit. The kit comes with all wiring diagrams and instructions required to install the systems. At times I called both companies to answer questions about installation and setup. The instructions and diagrams were very complete and there were not many questions.
5. The airplane had a very basic VFR avionics package that I wanted to replace with IFR capability and maximum situational awareness. The fuel and ignition system was selected as a performance and efficiency improvement. The system would increase the both the performance and reduce the fuel burn of the engine.

Let me know if you need more on this.

-John

Sent from my iPhone

On Nov 3, 2017, at 8:30 AM, Huhn Michael <[REDACTED]> wrote:

Morning John

A few Qs

1. Was the engine prior to your very recent mods an injected or carbureted engine?
2. My notes say that you put about 3 hrs total on the engine since the mods, which included 2 flights. Can you please provide a better breakdown of the times & dates (ground & flight) for the post-mod runs?

3. Also, any specifics re the first (and I presume uneventful) post- mod flight?
4. Can you please provide the contact info for the avionics/electrical person/shop who helped you with the mods?
5. Can you please tell me what your impetus/reason(s) were for the mods/upgrades?

thanks

Michael Huhn  
Air Safety Investigator  
NTSB Western Pacific Region  
M: [REDACTED]  
[REDACTED]

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.