



RECORD OF COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: Multiple
Person Contacted: Mr. Steven Kemnitzer (Owner/Pilot)
NTSB Accident Number: WPR18TA223

Narrative: The following information is a chronological series of verbatim extracts from emails sent by Mr. Kemnitzer on the noted dates. Unless noted, all verbiage is from the pilot.

Aug 12, 2018

I believe that the oil came out from the oil breather. We were doing a slow flight which caused the plane to be at a high angle. I only took the cowling off for the transportation. I can send pictures of the plane on the trailer but I was expecting that I would just leave it all there until the inspectors see it. I could you some help on this because this should not have happened.

Aug 12, 2018 (2)

The wing tip did get dinged. I will send you a picture. The propeller and the front end was smashed. Along with the front wheel and support. I can use some help with why the oil drained out.

Sept 12, 2018

I did talk to [the engine manufacturer representative] about getting the report to you. It turns out the pistons had detonation problems due to using auto gas witch tell told me to use because the 100 LL fuel causes problems with fouling of the exhaust valves. Not too happy with the result. I am awaiting the report also too evaluate my options. I will make sure you get the report.

Sept 28, 2018

Pilot:

Any thoughts about the [engine examination] report. I have not heard back from the [engine] factory and I am about to send them a demand letter. Is there anything that the NTSB or FAA will issue in regards to this engine failure.

NTSB IIC Response:

I looked at the report and it all made sense. I'm not going to come between you and the engine manufacturer; all I will do is conduct an analysis & write an appropriate report.

As I and the manufacturer (and possibly the FAA as well) have advised you, detonation can be from several causes, and we don't have enough hard data to pinpoint the problem, but it always stems from improper octane rating or improper operation, and is not an inherent fault of the engine.