



RECORD OF COMMUNICATIONS

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Date: Multiple
Person Contacted: Inspector Craig Miller (FAA)
NTSB Accident Number: WPR18TA223

Narrative: The following information is a chronological series of verbatim extracts from emails sent by Inspector Miller on the noted dates.

Aug 14, 2018

Aside from the prop strike, possible engine damage, and the collapsed nose landing gear, the wing damage is the worst.

There is damage to both wings. Pilot says left wing tip struck the ground and spun them around. Then the right wing tip plowed in hard. The pictures seem to confirm this. The wings were further damaged when they were set on the trailer, with the collapsed nose gear set on top of them by the owner.

There is damage to the doorframe skin on both sides as well as the pilot side window. The frame tubing all appears undamaged.

Likewise, the firewall and engine mounts appear undamaged.

I've included some other pics, including the oil covered muffler which would account for the smoke in the cockpit. There's not much oil on the firewall but oil is dripping off the underside of the fuselage with residue all the way back to the rudder.

I couldn't tell where the oil came from, But it was mostly concentrated below the starter ring gear. The muffler sits directly below it.

Aug 15, 2018

I've attached pics for you of the documents I saw yesterday. I'd be interested to see what he sends you.

There are no hours logged in his Pilot Logbook, no entries in the Airframe Log since A//W certification 4 years ago, and nothing at all in the Engine Logbook (I did not get a picture).

Also, Engine Inspection checklist had no marks for the 50 and 100 hour on page 2. He checked them off as I was standing there saying, "Oh yeah, I did these...". Pages 1 & 3 had been checked off previously but I'm not confident they were done. Especially as there are no entries in the logbook.

Mr. Kenmitzer also claimed he had sent the engine back to the manufacturer with low compression in #1 and 2 cylinders. He said they replaced all four heads, rings, and one cylinder. But again, nothing in the engine log.

Sept 17, 2018

[T]he pictures [the engine representative] included show textbook evidence of detonation. Pressurizing the crankcase could also have led to oil leaking around the starter ring gear seal, so that supports what I observed as well.

Here's a link that explains detonation very well:

<http://www.contactmagazine.com/Issue54/EngineBasics.html>

I called owner Stephen Kemnitzer last week and he told me that he had been running auto gas but that it was on verbal recommendation from the engine rep.

He never logged his Phase 1 Flight Testing or his Annual Condition Inspections.



Figure 1 - Recovered Airplane on Trailer



Figure 2 - Recovered Airplane on Trailer



Figure 3 - Damaged Wing



Figure 4 - Damaged Fuselage



Figure 5 - Damaged Fuselage



Figure 6 - Damaged Fuselage



Figure 7 - Engine w Oil Separator Highlighted



Figure 8 - Engine Top View