



RECORD OF COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: Multiple
Person Contacted: Mr. Ray Lawrence (ULPower Engines Representative)
NTSB Accident Number: WPR18TA223

The following information is a chronological series of verbatim extracts from emails between the NTSB IIC and Mr. Lawrence on the noted dates. Unless noted, all verbiage is from Mr. Lawrence.

Aug 15, 2018

NTSB IIC:

The FAA tells me that the N328SK owner (mr Stephen Kemnitzer) is claiming that " 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."

However, mr Kemnitzer's maintenance records are essentially blank

Would it be possible for you to send me copies of any documents/records ULPower has re his purchase and any subsequent maintenance activity/history on his engine?

Mr. Lawrence:

He did not send the engine out, we supplied him with some replacement parts but any and all work was completed by him or someone he hired, I do not know.

Aug 15, 2018 (2)

[annoyance] that he said he returned the engine.

The mfg is in Belguim, he didnt send it there. It was out of warranty, I ate the cost of the parts just to keep a customer happy.

Aug 15, 2018 (3)

NTSB IIC:

We are chasing it down, & asking if he sent it elsewhere

Can you please send me a record of what parts you sent?
Not urgent but it would be helpful knowing what & when

Mr. Lawrence:

There is no "elsewhere"

As far as ULPower goes, there's myself and my partner, Robert Helms, in the US.

We sent him the parts.

It was not returned to Belgium, we would have had to coordinate that.

Didn't happen

Sept 14, 2018

I sent Mr Kimnitzer the same [engine examination] report I sent you.

ULPOWER paid the shipping and I did the inspection without charge. I take this seriously and I want my customers to operate their engines safely and I strive to resolve any issues that might arise.

ULPower engines have proven to be very reliable.

Go to ULPower.com

Then "engines"

Then "350is"

Then click the "manuals" tab

Installation, parts, operating etc.

They are all there.

Sept 29, 2018

I was at the factory in Belgium this past week for training so I took the ECU from Steve's engine and we verified the programming was correct and test ran an engine with it to verify correct operation.

It checked out perfectly.

... it's not the engine's fault that he ran it on the wrong fuel.

I have first hand experience with this identical problem with a Lycoming O-360 and a Rotax 912.

Thanks for the update

Let me know if you need anything further.