

**From:** [Kemme, Daniel \(GE Aviation, US\)](#)  
**To:** [Struhsaker Jim](#)  
**Cc:** [Farmiga, Sam \(GE Aviation, US\)](#)  
**Subject:** RE: NTSB Investigation of Lancair Accident  
**Date:** Thursday, August 22, 2013 1:59:24 PM

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Hi Jim,

My apologies for the late reply. Here is what we have based upon the information that you provided:

18:14:55. Pilot selected GT speed condition app 95%NG,equivalent indicated Torque to that GT speed was above app 80%. Oil temperature was approximately 65degC. Fuel flow rate app 60 to 70 GPH related to selected GT speed.

18:15:05. GT speed was reduced to ground idle, engine Torque dropped to app 10%. Oil temperature remained at same level 65degC. Fuel Flow rate was reduced to 20gal. That flow rate related to ground idle speed.

18:15:25. GT speed was raised to condition close 100% NG, equivalent engine Torque was app 95%. Oil temperature remained at same level 65degC. Fuel Flow rate was raised to 70GPH which was equivalent to selected speed.

To summarize:

All indicated engine parameters as well as engine performance were in accordance with the M601X Engine Operation Manual as well as the M601E Technical Data Sheet.

This engine was manufactured in 1987 as an M601E. It was overhauled in 2001 and was rebuilt to an M601EX prototype and preserved for 2 years starting on 21-Dec-2001.

We do not have any records about any trouble shooting of this engine.

According our limitations ( hours / cycles / calendar) engine S/N 874039EX is past the calendar limit and therefore is not airworthy.

Please review and let us know if you require any clarification or further information.

Best Regards,

Dan

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**From:** Struhsaker Jim [REDACTED]  
**Sent:** Wednesday, February 13, 2013 6:56 PM  
**To:** Kemme, Daniel (GE Aviation, US)  
**Cc:** Farmiga, Sam (GE Aviation, US); [REDACTED]  
**Subject:** RE: NTSB Investigation of Lancair Accident

Gentleman,