



Memorandum of Record

NTSB Accident Number: ERA16CA153, N349E, Ginny B

There were several emails between the pilot's attorney, Mr. Robert L. Lakind and myself regarding Mr. Butterhof's accident. Pertinent information included:

On September 26, 2016:

What was it on the gascolator that wasn't safety wired? Some gascolators have screws that join the bowl to the top, and some have wires from the bottom to the top. What was actually leaking?

THE BALE WAS NOT SAFETY WIRED. THE LEAK WAS BETWEEN THE GLASS PART OF THE GASCOLATOR AND THE METAL PART OF THE GASCOLATOR.

Date of last airplane conditional inspection: **8/10/16**

Pilot time in make and model:

Pilot time last 90, 30 days:

TONY HAS NOT DONE ANY FLYING OVER THE PAST 90 DAYS.

MORE DETAILED INFORMATION ON THE GASCOLATOR:

Gascolator has a metal top that Has the fuel connections and screen. It also has two holes 180 degrees apart which holds a horse shaped wire. The top open end has right angle turns facing each other approximately 1/8 to 1/4 inches that insert into top of bowl. Place a gasket on top of glass bowl and insert it into the bottom of the top of gascolator. Holding bowl tight to top of gascolator place to horse clamp into the two around holes on the bottom of metal part. Snug the curl nut on bottom of horse shoe part. Make sure no fuel is leaking. If you tighten too much, the clamp will come loose from the bottom of metal part. To prevent this from occurring. Place a safety wire by the top of clamp. Take a length of safety wire, take an end, insert between bowl and clamp make a loop around the clamp then to other side of clamp make another loop around the clamp. Keep wire snug. Go to beginning loop clamp keep wire snug and make a loop. Finish with twisting the ends and trimming excess wire. This will prevent the top of clamp from spreading ... coming off the metal part of gascolator. P.S. No torque values for knurl nut on bottom of clamp. This safety wire was not on gascolator.

August 12, 2016:

Tony was able to do the conditional inspection this week. Further, he did it with another A&P, Walt Hankins. On the inspection, they discovered the problem. The gascolator was not safety [wired] and as a result there was a fuel leak. They fixed the problem. If you have any questions, just let me know.

Paul R. Cox
Senior Air Safety Investigator