



## MEMORANDUM OF RECORD

**Eric Alleyne**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern**  
**Region**

---

**NTSB Case Number: ERA18LA227**

**FAA Inspector: Gerald P. Lietzke**

**Place: Florida Air Recovery**

**Examination date: 10/9/2018**

**Subject: Logbook Review**

---

In a written statement to the NTSB, FAA Inspector Lietzke reviewed the logbooks and wrote as follows:

On October 09, 2018, I reviewed log books and records from N1330Z a Beechcraft N35 S/N D-6768 for the purpose of determining by who and when the Insight fuel flow transmitter installation was accomplished. In August of 2018 the aircraft suffered an engine failure and was involved in an accident due to the fuel flow sensor fuel fitting breaking off between the sensor and the fuel distributor.

The fuel flow sensor 1000-006-3x appeared to be installed without a mounting bracket per Insight drawing 1000-303 (bracket type 3) note 15. (Rev. D dated June 1, 1999, Document No. 070906 Rev. 1.4). This installation uses a metal plumbing fitting for support directly to the engine fuel distributor.

Insight drawing 1000-303 (bracket type 1), Rev. D dated June 1, 1999, Document No. 070906 Rev. 1.4 depicts the fuel sensor 1000-006-1x attached to the engine top case bolts and the sensor plumbed with flexible hoses.

Insight drawing 1000-303 (bracket type 2), Rev. D dated June 1, 1999, Document No. 070906 Rev. 1.4 depicts the fuel sensor 1000-006-2x attached to the firewall and the sensor plumbed with flexible hoses. Insight Avionics stated that the installing mechanic determines which type mounting would be best for their installation, as all three types are approved.

No written record of the fuel flow sensor installation could be located in the records provided. However, an Insight G-2 installation record was found dated January 18, 2016, it indicated that the Insight G-2 engine monitor was installed with six EGT and six CHT probes only, by Douglas Victor Lundeen [REDACTED]. No form 337 could be located in the provided aircraft records or on file with AFB-710 (FAA Aircraft Records). Insight Avionics was contacted by telephone and they stated that they were unaware of any other sensor fitting failures.