

Jones Patrick

From: Buttner, Seth [REDACTED]
Sent: Thursday, December 15, 2016 9:05 AM
To: Jones Patrick
Cc: [REDACTED]
Subject: RE: AS350 BA, 1675, N369BD, Starbuck, WA; 10/28/2016 [WPR17LA014]
Attachments: 1675-150.jpg; 1675-170.jpg; 1675-173.jpg; 1675-140.jpg; 1675-141.jpg; 1675-142.jpg; 1675-144.jpg; 1675-147.jpg; 1675-130.jpg

Patrick,

We looked at it yesterday; with the FAA oversight and one of our engineers here at AHJ. It was quite simple, we disassembled the top of the unit and discovered the 'float guide pin' was separated from the float. It appears the tack-weld that was used to hold it on did not hold (remind you this was an overhauled unit). With the float guide pin being off, the float would simply slide down the center torque shaft and not allow the potentiometer drive plate at the bottom to rotate with changing fuel quantity. Here are some pictures (attached). We will draft a quick little report that explains the same. Also, see the overhaul paperwork, "Tri-County Instruments, Inc.", says they one of the things that did was they "Replaced the float guide." Apparently they didn't do a very good job.

Seth D. Buttner
Manager, Accident Investigations

Airbus Helicopters, Inc.

