

26 January 2018

To: Don Morgan FAA Safety Inspector

From: Robert J Stave Jr. A&P [REDACTED]

Subject: 4027W Accident Statement/Corrective Measures

Advanced Aviation was given the task of installing a JPI engine monitor in aircraft tail number 4027W. I was part of the team doing the install. I assisted in the installation of the EGT probes, CHT probes, and oil temperature probe. We were awaiting fittings for the FF sender and the oil pressure sender, so we moved on to other tasks. The day prior to the accident we received fittings for the FF sending unit and I was verifying the fitment of them. After fitting it to the FF sending unit I attempted to see if it would fit the fuel line by removing the line to the fuel pump and installing it there. It was not the correct size so I informed our DOM Dave that the fittings were not going to work and then I went back to the aircraft and re-installed the fuel line using a stubby wrench that I borrowed from another mechanic since my wrench would not get to the fitting. I tightened it back on but never re-torqued it because I believed we would complete the installation before sending the aircraft back out. The next day I was performing an annual on another aircraft and the owner Bryan took the aircraft out and the accident occurred.

This statement is factual and true to the extent of my knowledge and to the best of my memory.

Robert J. Stave Jr. A&P [REDACTED]
Advanced Aviation Reno Inc.

Corrective Measures:

Having only limited experience on GA aircraft and a strong military background I believe that utilizing the guidance of regulation and maintenance manual instructions would help to prevent an incident such as this from occurring again. As a team we need to ensure that we are backing each other up and performing self-inspections on each other, especially when working on critical components of an aircraft. Some of the installation instructions that come with "aftermarket" systems such as the JPI monitor can be vague in their guidance due to the vast applications they cover. Also, our team can utilize proper and timely logbook documentation to make it clear when an aircraft is ready to be released for flight again. We need to slow down and focus on safety and quality instead of production. I will be more attuned to my actions involving my work from this point forward and I will be sure to pass on what I have learned to all the members of our team to educate them on the importance of what we do and the implications it can produce.