



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific
Van Nuys Flight Standards District Office

Van Nuys, California 91406

February 9, 2017

INSPECTOR STATEMENT

02/01/2017

I accompanied Inspector Frank Motter to the crash site of Aircraft N6201N in Lake Hughes for retrieval of the Emergency Locator Transmitter (ELT). The ELT failed to transmit after impact causing a 6 day delay in locating the aircraft. With NTSB authorization, the ELT was removed from the aircraft wreckage and upon removal the ELT began to transmit. At first glance, Inspector Motter and I noticed a sticker on the front of the ELT which indicated to replace the ELT batteries by 3/2015. After further inspection of the ELT, it was noted that when the switch was placed in the "On" position the ELT would transmit but would not transmit while in the "ARM" position.

Upon arrival at the Van Nuys Standards District Office and with NTSB authorization, I removed the battery compartment to verify the voltage of each battery and to inspect for any corrosion. The total voltage of the batteries indicated 7.3 volts and no corrosion was noted. I did not find any additional visual defects relating to the batteries. While the battery compartment was removed I inspected the PC board and found poor workmanship with the quality of soldering. An abundance of Flux was left on the PC board and solder joints. My background as a soldering instructor, Production manager, and Quality Manager helped me identify these defects and raise my concern. While researching the ELT manufactured by AMERI-KING CORP Model AK-450, Inspector Motter came across the ELT Make and Model Listed as an FAA Unapproved Part per Document No. 2016-2013NM460018 Dated: 1 March, 2016.

Shane Cavette
Aviation Safety Inspector-Avionics
Van Nuys Flight Standards District Office.