

AIR REPAIR, INC.

Easton, MD 21601

May 23, 2019

Federal Aviation Administration
FSDO #7
ATTN: Mr. David Garey

Glen Burnie, MD 21061

Dear Inspector Garey:

This is a factual account of the recovery and subsequent inspection of Piper PA28R-200, S/N 28R-7535131, N33305.

The aircraft was found in a muddy field near Traveler's Rest in Talbot County, Maryland. The aircraft was intact with only the damage from the "gear up" landing evident. The aircraft, however, was sitting in approximately 2" of standing water. There was approximately a 10 day delay before removing the aircraft from the field; this was due to my travel schedule.

When we arrived to remove the aircraft, it was nearly full of fuel. The fuel had the normal smell and consistency of 100LL. The fuel was pumped out of the wing tanks by installing a connection to the hose at the fuel servo and pumping the tanks dry by using the aircraft fuel pump, battery and ships plumbing – assuring fuel system integrity on raising the aircraft to its landing gear (which worked normally). It was determined that there was no water contamination in the fuel tanks.

The wings were removed for transport and the aircraft was taken to the Air Repair facility in Easton, MD.

The aircraft was inspected with Mr. David Garey, FAA; Richard Logan, representing the insurance company; and Richard Brown, A&P-IA present.

It was noted, with the cowling removed, that there was little damage from the gear up landing. The controls – propeller, mixture and throttle were intact and had continuity. The exhaust was open and clear and inspected with an endoscopic camera. All 4 cylinders had good compression and valve action. The internal gear train was intact and the magneto timing was correct. The left magneto would fire when the impulse coupling was near “0” degrees or T.D.C. The magneto switch was tested using an ohm meter.

In my opinion, this engine would run if an airworthy propeller was installed. The aircraft is currently being stored at the Air Repair facility in Easton, Maryland if any additional inspection is required or called for.

Best Regards,

Richard L. Brown, Jr.
A&P-IA

RLB:dmh