

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: account of events for N2667Q  
**Date:** Friday, March 22, 2019 5:35:36 PM

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Tim,

Please see pilot statement below as discussed. I should be able to break away to get those pictures for you.

[REDACTED] Savannah Aviation

Pilot is Joseph P. Moore [REDACTED] His number is [REDACTED]  
Total Hours: 80

Regards,

### Shane Olsen

Aviation Safety  
Assistant Principal Avionics Inspector, Gulfstream Certificate Management Team  
Aviation Safety Inspector, Atlanta Flight Standards District Office  
UAS/Drone Focal Point, Atlanta Flight Standards District Office  
[REDACTED] College Park, GA 30337  
[REDACTED]

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**From:** Joe Moore [REDACTED]  
**Sent:** Friday, March 22, 2019 4:28 PM  
**To:** Olsen, Shane (FAA) [REDACTED]  
**Subject:** FW: account of events for N2667Q

Precision Cutting Service, Inc  
Joe Moore

[REDACTED]

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**From:** Joe Moore  
**Sent:** Friday, March 22, 2019 12:15 PM  
**To:** [REDACTED]  
**Subject:** account of events for N2667Q

Mr. Shane Olsen,

Per your request, I am sending to you my account of the events of March 20, 2019 that lead up to the incident involving the Piper PA-28 tail number N2667Q that I was the PIC.

I was inbound to Savannah (KSAV) from Summerville (KDYB) on an approximate 230 degree heading. Around twenty miles out, I obtained the current ATIS (X-ray) for KSAV. Per the ATIS, winds were 360 degrees at 10 kt. There also was a stated gust factor, but I do not recall or have a record of what it was. I had flight following, so I contacted Savannah Approach on 125.3 with X-ray when I was instructed to do so by Beaufort Approach. I was given multiple vectors for runway 10, taking me in a generally westerly direction. I do not recall the exact assigned headings. At some point, I was told to expect a five mile base for runway 10. Shortly after that, I was told I was number three for runway 10 and was cleared to land as number 3. I went through normal landing procedure for the PA-28 with three notches of flaps. There was some crabbing involved to compensate for the cross wind, but flair and touchdown were fairly normal. As I was transitioning to roll out, the plane started to get pushed right of centerline with the crosswind. I corrected with left rudder. The plane went left and the next three to five seconds I cannot recall my exact procedures as I attempted to maintain control of the airplane. The plane came to a halt on the edge of taxiway Echo 1, facing northwest. A little startled, but safe, I sat in the plane for a short period of time, evaluating the current condition of myself and the aircraft. After sitting for this period, the tower contacted me and asked if I was okay. They may have asked me another question or two but I do not recall the exact inquiry. Tower asked if I could move the plane or if I needed a tow. I told the tower that the engine had shutdown, but I was fine. Per the towers request, and seeing no apparent harmful situation around the aircraft, I attempted to restart the plane 4-5 times. At some point, while attempting a "hot start", black smoke exited the engine cowling from the lower left side. I leaned forward and saw flames on the lower left side of the engine cowling. I pulled fuel and mixture to idle/idle cut off and attempted a restart in hopes of arresting the flames by pulling them back into the engine. At this point the tower was attempting to contact me inquiring about the flames. Tower stated something about me exiting the plane. I am not sure what my response was. I looked for a fire extinguisher in the cabin, but could not locate one so I decided I needed to exit the plane. I unfastened my seatbelt/harness, lowered the flaps and exited the aircraft. Emergency vehicles arrived maybe 2-4 minutes later and extinguished the flame, causing some additional damage to the plane in the process of exposing the fire. At this point, the event was over. The aircraft was towed back to Savannah Aviation.

Please let me know if you have any more questions for me.

Precision Cutting Service, Inc  
Joe Moore

