

Report:	Reported Date:	Corrective Action:	Resolved Date:
right vac pump inop.	2014-01-23	rep. pump	2014-01-24

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APPROVED AUG 16 2013

1. Approving National Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 155135	
4. Organization Name and Address Rapco, Inc., [REDACTED] Hartland, WI 53029 (NE5R064N)						5. Work Order/Contract/Invoice Number: 155135	
6. Item: 1	7. Description: Vacuum Pump	8. Part Number 216CW	9. Eligibility: N/A	10. Quantity 1	11. Serial/Batch Number: 155135	12. Status/Work: OVERHAULED	
13. Remarks: The above item has been overhauled in accordance with FAA approved process specification #203-6-1009 Revision 8 Dated February 19 th , 2013. This certifies that the work specified in block 12/ 13 was carried out in accordance with EASA Part 145 and with respect to that work the component is considered ready for release to service under EASA part 145 approval number "EASA.145.4802"							
(1) Particulars of item identified by: (2) Particulars of item identified by: (3) Particulars of item identified by:		(4) Particulars of item identified by: (5) Particulars of item identified by: (6) Particulars of item identified by:		19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to service <input checked="" type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
(16) Authorized Signature: (17) Name (Typed or Printed):		(18) Signature: (19) Name (Typed or Printed): JENNIFER L. ORGAS		20. Authorized Signature: [REDACTED]		21. Approval/Certificate No.: [REDACTED]	
(22) Date (m/d/y): June 18, 2013		23. Date (m/d/y): June 18, 2013					
User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures the his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

March 26, 2014

Subject: Operator Verbally provided Information on the Vacuum Pump

Persons Present during the Conversation: Mr. Robert Taylor (Airline Transport Professionals), Mr. Philip R. Cooper (Airline Transport Professionals), Mr. Jim Payne (FAA), and Shawn Etcher (Self)

During the on scene examination of the wreckage following the recovery from the swamp. The above operator's personnel reported the following:

- The day of the accident they received a message that the accident airplane's right vacuum pump was inoperative
- The unit was placarded as such and the accident pilots were assigned to fly the airplane back to the Craig Airport.
- The pilots were provide the opportunity to refuse the flight, if they felt it was appropriate, which there was no indication that the pilots felt it necessary for the refusal
- The operator's personnel showed the investigators the message sent to them showing the inoperative vacuum pump on their phone. Note: this investigator did not obtain a copy of the screen shot of the message on their phones.
- The operator's personnel further stated that the flight was still legally operated under part 91 and that no minimum equipment list (MEL) existed for the PA-44 aircraft.
- The operator further reported that no paperwork showing the inoperative equipment had been located and could have been on board the airplane at the time of the accident and likely lost.

-END-

Note: as of September 30, 2015 no documentation was located or provided to the investigator in regards to the inoperative vacuum pump

-END-