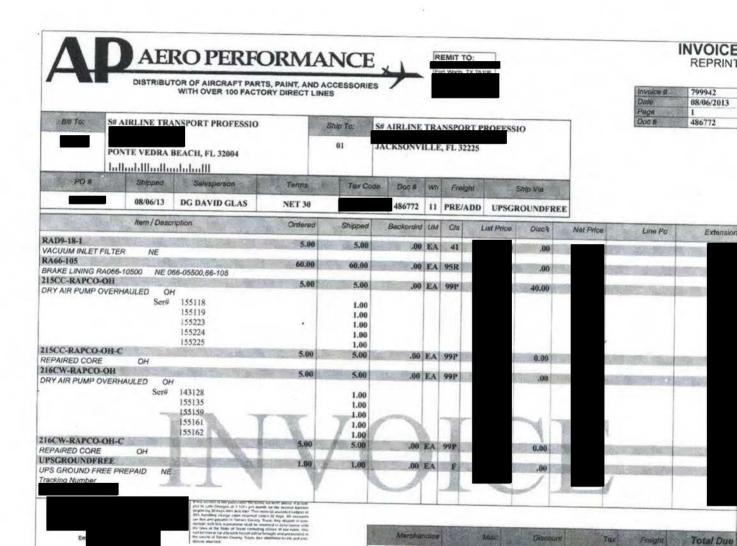
Report: Reported Date: Corrective Action: Resolved Date:

right vac pump inop. 2014-01-23 rep. pump 2014-01-24



THANK YOU, WE APPRECIATE YOUR BUSINESS!

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1. Approving National Aviation Authority/Country: FAA/UNITED STATES 4. Organization Name and Address Rapco, Inc., Hartland		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG WI 53029 (NE5R064N)				3. Form Tracking Number: 155135 5.WorkOrder/Contract/Invoice Number: 155135	
6. Item:	7. Description:	8. Part Number	9. Eligibility:*	10. Quantity	11. Serial/Batch 1	Number:	12. Status/Work:
1	Vacuum Pump	216CW	N/A	1	15513	5	OVERHAULED
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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-