



To whom it may concern:

RE: N7444J Piper PA28R-180

On July 8, 2013 I traveled to Durango Colorado and completed an inspection of the above referenced aircraft and also completed a ground run and operational check of the engine.

Following is a brief summary of the inspection and engine test run:

- The left hand fuel tank was ruptured during the accident and no fuel remained in the tank. The right main tank was at the tab, (over $\frac{3}{4}$ full).
- Fuel samples were taken from the right main tank and the aircraft fuel strainer. No contaminants or water present.
- The upper engine cowling was removed and a visual inspection completed of complete engine.
- Continuity of the engine controls was verified and full travels of all engine controls checked.
- Propeller was pulled thru by hand and all cylinders appeared to have an equal amount of compression.
- The inside of the mufflers were inspected and no blockage found.
- The engine was started, warmed up, magneto checks completed. Idle and idle mixture checks completed. The engine was ran at full power, with the engine boost pump on and also with boost pump off. Full power run completed with the mixture leaned out and also full power run completed with mixture at full rich. The propeller was set at take-off (low pitch, high RPM) as well as pulled back to a cruise RPM setting.
- No discrepancies were found on the engine ground run.

If I can be of further assistance, please let me know.

Sincerely,

Doug Morrow