

Brannen John

From: [REDACTED]
Sent: Wednesday, November 15, 2017 12:57 PM
To: Brannen John
Cc: [REDACTED]
Subject: FW: Piper, PA-28-180, N10GJ
Attachments: N10GJ.jpg; N10GJ 2.jpg; N10GJ 3.jpg

Good afternoon John,

Please see below for the response from Hangar 6 Aviation (recovery specialists) for test results on the fuel system on N10GJ in Fairfield County Ohio.

Also, could you send us the NTSB accident number?

Thank you,

Paul Gillenwater
CMH FSDO
[REDACTED]

From: George Matthews [REDACTED]
Sent: Wednesday, November 15, 2017 1:21 PM
To: Gillenwater, Paul (FAA) <[REDACTED]>
Cc: [REDACTED]
Subject: Piper, PA-28-180, N10GJ

E-MAIL COVER SHEET

HANGAR 6 INCORPORATED
REPAIR STATION NO. C6NR592J
GEORGE W. MATTHEWS
GENERAL MANAGER
9645 North Shore Drive
Hillsboro, OH 45133
[REDACTED]
[REDACTED]
[REDACTED]

DATE: November 15, 2017

TO: Mr. Paul Gillenwater

SUBJECT: Piper, PA-28-180, N10GJ

COMPANY: Federal Aviation Administration

E-MAIL: [REDACTED]

PAGES including this cover: 1

COMMENTS:

Dear Paul,

Hangar 6, Inc. has recovered the subject aircraft and it is now located at our facilities, in Hillsboro, Ohio.

Prior to the disassembly of this aircraft, the functionality of the electric fuel pump was inspected.

Before this inspection was performed, we observed that the fuel selector was positioned for the left hand fuel tank.

We activated the electrical system by placing the master switch in the “ON” position.

With the fuel selector positioned on the LH tank, we activated the electric fuel pump for one minute and collected $\frac{3}{4}$ gallons of aviation fuel.

Repeating this sequence with the fuel on the RH tank, we collected $\frac{1}{2}$ gallon of aviation fuel in one minute.

We then placed the fuel selector to the “OFF” position and the fuel flow stopped.

After completion of this fuel pump inspection process, we proceeded to empty the fuel tanks and drained approximately 36 gallons of aviation fuel.

Upon return of this aircraft to our facilities, we rotated the propeller and experienced no difficulty in completing 8 revolutions. In other words, no engine seizure.

We then attached an auxillary fuel tank in the cockpit, in an effort to see if the aircraft would run. In fact, the engine did start and ran for several minutes. I chose to shut it down due to the excessive vibration caused by the bent propeller.

We obtained an RPM of approximately 1500-1700. We then connected the fuel line to the carburetor with the magnetos off, we used the starter and the engine driven puel pump did, in fact, pump fuel.

Hopefully, this provided information will serve your intended needs. However, should you desire more testing, please advise.

Best Regards,

George Matthews

***George W. Matthews
Hangar 6, Inc.
9645 North Shore Drive
Hillsboro, OH 45133***

