

Note: Except for the empennage, the aircraft was submerged on water for several hours prior its recovery and relocation to CXO airport, where an examination was performed on September 5, 2019.



On September 5, 2019, accompanied by two other airworthiness inspectors an examination performed of aircraft N55633.



Cabin door both interior handles worked properly. Outside top door handle broke and missing. Outside lower door handle worked properly. No operation instructions placards inside or outside.



Fuel control valve labeled clearly and appropriately. Handle lock mechanism that prevents shutting off the fuel, and the left and right tanks positions detents worked properly.



Carburetor bowl drained. Approximately 4 oz. of fuel collected and about the same amount of a clear liquid, (presumably water) with yellow sediment also collected.



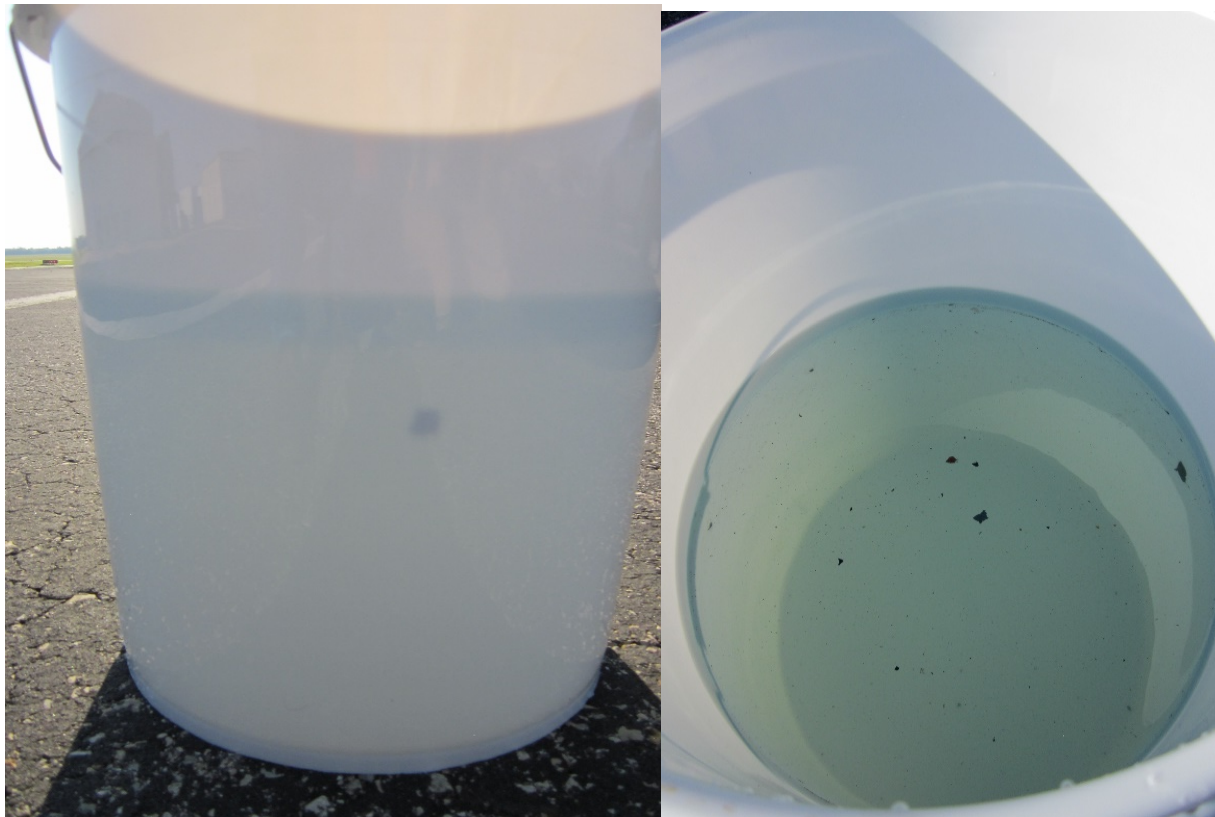
Fuel gascolator removed and was almost full of a clear liquid, (presumably water). No fuel found.



Electric fuel pump filter inspected. About an ounce of fuel present. No other liquid found. Filter had a small amount of sediment.

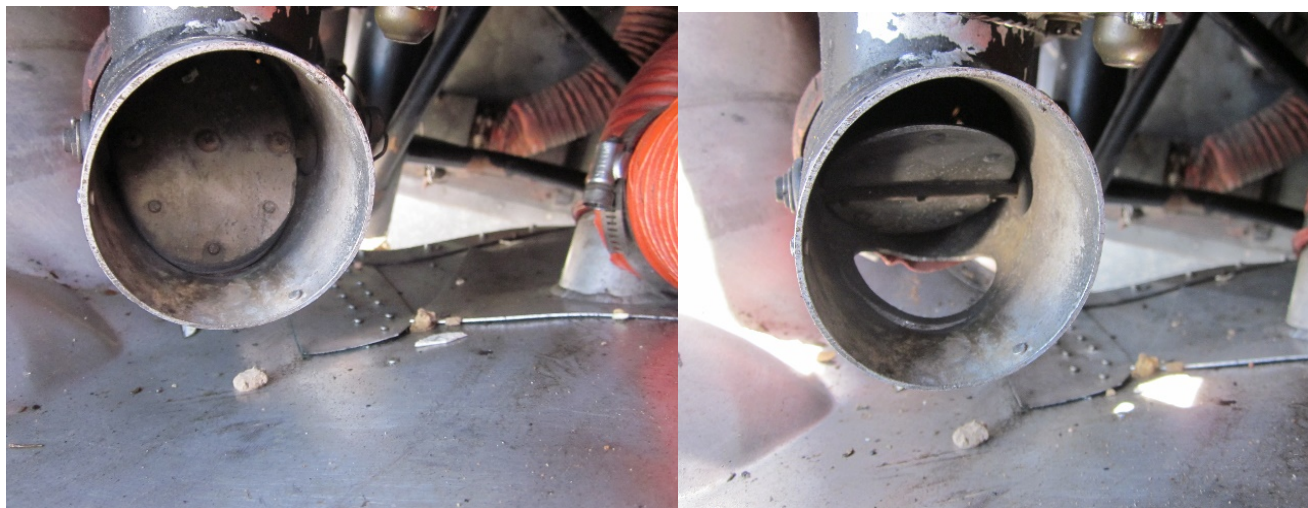


Right wing fuel tank completely drained through the gascolator. Around three gallons of a clear liquid (presumably water) collected and around 1 pint of fuel.

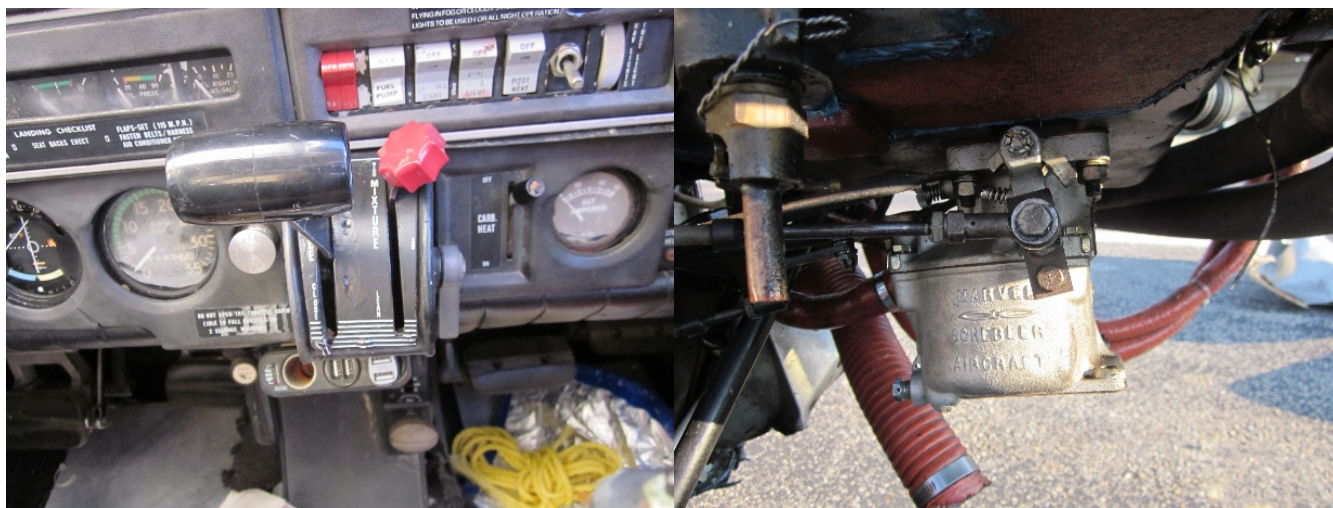


Left wing fuel tank was empty.

Carburetor heat control cable connected to the carburetor heat box. Carburetor heat valve reacts properly to the position selected on the handle at the control panel; however, the valve did not travel to the full close position when heat selected. No defects found on the carburetor heat box hoses.



Throttle cable connected to the carburetor throttle link and reacted to the command to the lever at the control panel, however, the lever hit the stop before the link on the carburetor for the full throttle position. Mixture control cable connected to the carburetor mixture link and reacted to the command to the lever at the control panel.



Engine had approximately 6 quarts of oil. Around 3 quarts of a clear liquid, (presumably water) drained from the engine sump.

Lower spark plugs removed from all cylinder. A clear liquid, (presumably water) came out of cylinders number 1, 2 and 3. Oil came out of cylinder number 4. A simple test shows the cylinder are capable to produce compression. At the spinning of the propeller it was confirmed that the left magneto impulse coupling was working. Removed both magnetos and verified magnetos were able to produce current. Visual inspection of the accessory section gears revealed rotation at crankshaft/camshaft rotation.

On September 9, 2019, accompanied by another airworthiness inspector the aircraft maintenance records reviewed. Last annual inspection completed August 1, 2019.

8-1-2019	N55633	PA28-140	S/N: 28-7325447	4486.42 Tach/ TTAF	224.8 Hobbs
----------	--------	----------	-----------------	--------------------	-------------

1. Inspected aircraft IAW Table III-I Inspection Report and Chapter 3 Sections 1 thru 14 of Piper Cherokee Service Manual p/n 753-586.
2. Tested ELT IAW FAR 91.207(d). Battery expiration Oct. 2020.
3. Replaced missing gascolator screen with new p/n 486-293. Replaced seal with new p/n 462-049. Cleaned bowl.
4. Cleaned Facet pump screen. Cleaned carburetor finger screen. Drained bowl. Flushed fuel system.
5. Replaced L&R fuel filler cap seals with 2 new p/n 05-18500. Replaced air filter element with new p/n BA-3.
6. Replaced air intake duct with 1.25ft SCAT12. Tightened alternator belt. Serviced and charged battery.
7. Replaced left sun visor with new PMA'd p/n M-892-000. Replaced left window vent latch with new p/n 472-024.
8. Replaced right strut filler access cover with new p/n 63595-000. Serviced all struts with nitrogen.
9. Repaired beacon strobe wiring. Repaired tail nav lamp socket.
10. CW AD 69-22-02 Flight Control Wheel by inspection IAW Piper Service Letter No. 527D. Next inspection due next 100 hrs.
11. AD 95-26-13 Oil Cooler Hose Assemblies CW 6-25-2013 by replacing both oil cooler hoses with new assemblies conforming to TSO C53a Type D. Repetitive inspections not necessary. Next hose replacement due 6/2021.
12. CW AD 70-16-05 Engine Exhaust Muffler by inspection IAW AD instructions. Next inspection due next 50 hrs.
13. CW AD 76-02-12 Bendix Ignition Switches by testing IAW AD instructions. Next inspection due next 100 hrs.
14. No other applicable new or recurring AD's found.

I certify that the airframe identified above has been inspected in accordance with current FAA Regulations for an Annual Inspection and has been found to be in an airworthy condition.

A&P _____ IA

09/09/2019 10:12

8-1-2019	N55633	PA28-140	S/N: 28-7325447	4486.42 Tach/ TTAF	224.8 Hobbs
----------	--------	----------	-----------------	--------------------	-------------

Engine: Lycoming O-320-E3D S/N: L-48716-27A 1101.40 SMOH Unknown TTIS
Propeller: Sensenich 74DM6-O-58 S/N: K-35488 4486.42 TTIS

1. Inspected engine and propeller IAW Table III-I Inspection Report and Chapter 3 Sections 1 thru 14 of Piper Cherokee Service Manual p/n 753-586.
2. Cylinder pressure check: #1: 72/80, #2: 75/80, #3: 74/80, #4: 75/80.
3. Changed oil & filter using 8 qts Phillips XC20W-50 and AA48110 filter.
4. Inspected removed oil filter element – no metal found. Solvent cleaned engine.
5. Checked plug gaps and mag timings.
6. Replaced air intake duct with 1.25ft SCAT12. Tightened alternator belt.
7. Run up, mag drop, and WOT RPM tested satisfactory.

I certify that the engine and propeller identified above have been inspected in accordance with current FAA Regulations for an Annual Inspection and have been found to be in airworthy conditions.

A&P _____ IA

09/09/2019 10:17