



Photo 1 – Accident Scene, Airplane Wreckage and Wood Dual Pole Utility Tower. Photo from FAA



Photo 2 – Airplane Wreckage, Overhead View. Photo from FAA



Photo 3 – Airplane Wreckage, Detailed Overhead View. Photo from FAA



Photo 4 – Wood Pole and Dual Pole Utility Tower Damage, Photo from FAA



Photo 5 – Single Wood Pole Damage. Photo from Piper Aircraft



Photo 6 – Dual Pole Utility Tower Cross Pole Damage. Photo from Piper Aircraft.



Photo 7 – Nose Landing Gear. Photo from Piper Aircraft



Photo 8 – Airplane Wreckage with Glenndale Airport in the Distance. Photo from FAA



Photo 9 – Engine. Photo from Piper Aircraft



Photo 10 – Propeller and Hub. Photo from Piper Aircraft



Photo 11 – Propeller Blade A. Photo from Piper Aircraft



Photo 12 – Propeller Blade B. Photo from Piper Aircraft



Photo 13 – Propeller Blade C. Photo from Piper Aircraft

YEAR: DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Facility. (See back pages for other specific entries.)
				4363 DATE: 10/16/2019 N8213X Tach: 4363 TTSN: 3851 SMOH: 402 Lycoming IO-540-K1G5 s/n L-20471-48A <u>Inspected Engine as required by FAR 91.409 per Inspection Requirements of FAR. 43 App. D</u> ADs checked thru this date. C/W AD 2004-10-14 C1 Prop Strike – c/w by review of a/c records, no evidence of sudden stoppage noted – due any strike. C/W AD 98-02-08 Crankshaft failure by visual inspection/inspection of a/c records – due 5 yrs (5-2024). AD 2005-12-06 Impulse Coupling – c/w by visual inspection – due 500hrs / 4461TT. AD 99-04-04 Impulse Coupling Paws/Pins Due 250H/4461TT. R&R cyl 1 thru 6, chrome placed, new rings installed, maint releases placed in a/c records, reinstalled using new seals/gaskets. Comp. #1-78/80 #2-78/80 #3-78/80 #4-77/80 #5-77/80 #6-78/80. Plugs cleaned/gapped. Magneto timing checked. Serviced w/10 Qts Phillips 15W50, CH48103-1 Filter, no metal found. Checked all connections regarding oil change for tightness-resaftied. Exhaust system repaired, maint release placed in a/c records. Engine controls checked, adjusted & lubed. Other routine maintenance as required. Engine run, idle/idle mixture adjusted. Opps checked ok, no leaks noted. Cowled engine.-----END----- Robert N Davis [Redacted Signature] [Redacted Stamp]

Photo 14 – Annual Inspection. Photo from Piper Aircraft