

From: [Boggs Daniel](#)
To: [Boggs Daniel](#)
Subject: FW: Air Con N3015E
Date: Sunday, February 3, 2019 9:41:47 AM

From: Ric Burnette <[REDACTED]>
Sent: Saturday, February 2, 2019 3:18 PM
To: Boggs Daniel <[REDACTED]>
Subject: Re: Air Con N3015E

Hello Mr Boggs,

Sorry had a bit of a busy week.

I purchased this aircraft from AIG insurance as a salvage back in February 2018. It was located in Belize city Belize. Apparently a Airline baggage cart had gotten away from a trolley and rolled in to the left wing strut and pushed the aircraft into something behind it damaging the rudder and elevator. I flew down with the parts needed and another pilot to repair and fly it back, all went successful. I performed an Annual inspection on the aircraft here in Fort Lauderdale in May, 2018. We began rental service at that time. Since then we had upgraded the Avionics and spent quite a bit of money on improvements. We noted at the first 100 hr inspection that #1 and #3 cylinders had lost considerable compression. We removed them for repair at Airmark and reinstalled Sept. 2018. Tach : 5177.0. Compressions were all normal at the next 100hr inspection on Nov. 21 2018. We also replaced the magneto with a overhauled unit on Dec. 11 2018. Another 100 hr inspection was performed early on Dec. 19 2018 at Tach time 5295.0 it was noted that the compression on #2 cyl had dropped 10 psi but no cracks or valve leakage was noted. The aircraft accident happened just after a tach time taken of 5312.1 . The engine had 135.1 hrs on it since the two cyl.'s had been changed and 51 hrs since the magneto replacement. Also the aircraft flew twice the day before with no reported issues.

Please let me know if you need anything else.

Thank you

Ric Burnette