

As a follow up to the text message I sent you earlier, I received your statement from the FAA inspectors about the recent maintenance on N543GS, and I had a few follow on questions to help me understand a little more about the airplane.

- o The oil temperature probe was recently replaced. What was the discrepancy that led up to that replacement?
- o The oil pressure was low and the oil pressure was adjusted recently. What was the discrepancy that led to that?
- o In the last annual in March, I see you replaced the oil and oil filter. Did you open up the previous oil filter?
- o If so, were there metallic particles in the oil filter or any other debris?
- o Did you clean the oil suction screen at the last annual inspection?
- o What checklist did you use during the annual inspection?
- o Do you still have a copy of that checklist with your notes on it?
- o Since it was an owner assisted inspection in March, was Mr. Fuller the one who helped you? Or was it Mr. Bruner?

Question 1: Oil temp gauge was changed for not reading correctly. Probe was tested by putting in hot water after heating to the high end of the temperature range (check with thermometer) to check reading. This test failed for reading to low. The oil cooler thermostat was changed to ensure that oil had good flow, by opening and closing. After several flights and next oil change, temps were in the proper ranges.

Question 2: The oil pressure was reading low, after the removal and cleaning, parts replaced (rubber hose connecting all oil return lines connected to plenum, found sludge build and oil leaks). Oil pressure was still low per operating manual so pressure was adjusted. Aircraft was flown with pressure still low but within low range. When the number three cylinder was change, pressure still low so owners requested an adjustment. Pressure was adjusted, aircraft turned and pressure was in the middle of the range.

Question 3: At the annual and all oil changes prior, oil filter was cut and oil from filter was filtered thru a cloth (lint free white cloth) look for contaminates. No contaminates found at that time, prior to changing of #6-cylinder, oil analysis was done on oil but I do not know the results (owner Mr. Bruner might know).

Question 4: Oil cooler was cleaned and flushed and reinstalled on aircraft.

Question 5: The Piper Lance II maintenance check list for inspection and 43.13 generic check list was cross referenced.

Question 6: I do not have the check list anymore as they given to owner for their review, and not sure just where they were put afterwards.

Question 7: The owners assisted by removing all panels, cowlings to prepare for the annual. I inspected aircraft per annual inspection check list. The owners put oil into engine with me watching, serviced hydraulics, and reinstalled panels, seats floor boards (after my inspecting prior to), and cowling. I signed annual off and test flight was flown with no discrepancies noted other than low oil pressure, and that was adjusted and aircraft flown back to Pensacola National Airport.

Note: I have given all records I had for aircraft to the FAA and Navy Investigating team. I hope that answering all the question asked, I have given you the information to help you proceed. If there is anything more that I may help you feel free to contact me.

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