



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region

Date: December 14, 2021
Subject: FAA Aircraft Inspection N98304 (Piper PA-28-140, serial number 28-26161)
NTSB Case Number: ERA21LA328

On August 03, 2021, a ramp inspection was performed by an FAA inspector on aircraft at North Perry Airport.

The following findings were identified during the inspection of N98304:

- Entire fuselage is unpainted and mostly unprotected and exposed to environment.
- Screw is missing from right side of engine between cylinders.
- Right cowl support rod is missing.
- Right cowl support rod mount is missing, leaving a hole in the cowling.
- Engine RMP tachometer cable has an unsecured cable clamp attached to it permitting tach cable to vibrate during engine operation.
- Oil Pressure fluid line has an unsecured cable clamp attached to it permitting oil line to vibrate during engine operation.
- Unsupported electrical wires near the firewall within the engine compartment.
- Bracket surrounding exhaust tailpipe has a clearance and is not clamped to the tailpipe.
- Right side front baffle has been stopped drilled but the original crack was not secured.
- Cabin door inside handle/arm rest is missing.
- Cockpit floor air vent are missing pieces to control butterfly valve and direct airflow.
- Plastic cover for flap handle is not installed, does not have correct placards or labels, and was observed to be located in the back seat and is damaged.
- Left and right crew seat frames appear to have bare metal exposed to the environment, are not painted or coated for protection from corrosion.
- Many rocker switch caps have unreadable text and should be replaced.

- Right instrument panel is missing its plastic overlay panel.
- The cabin air controls are labeled INOP.
- Many circuit breaker amperage ratings are unreadable.
- Some circuit breaker function labels are unreadable.
- Circuit breaker hardware is missing, and circuit breakers are loose within their mount location.
- There are several holes in the instrument panel that should be covered if not in use.
- Fuel tank selector handle should be painted red and visible from normal viewing angles.
- Fuel tank selector placard is unsatisfactory, see Piper IPC for replacement P/N.
- Wires are hanging from bottom of instrument panel.
- There are two Hobbs meters installed in the instrument panel that are not identified as to their function. There is a placard under the oil pressure and fuel pressure gauges that is unreadable.
- The rudder trim is missing the control knob.
- Rudder trim indicator may be missing white paint.
- Elevator trim handle does not feel secure to the shaft mounted in the headliner.
- The knob on the end of the trim handle appears to not be a Piper Aircraft Company part.
- Many interior parts including the interior trim pieces are not correctly attached.
- Many pieces within the interior, especially steel parts, are missing paint and show oxidation.
- Carpet is worn and unsecured.
- Overhead speaker does not appear to be an aircraft part, and many have a large speaker magnet common to automotive speakers, which has been known to influence the standby compass.
- Overhead lamp is missing the lamp bulb, the lens and the lens bracket.
- There was not a Pilot operations handbook on the aircraft, there was not a weight and balance in the aircraft.
- There was a generic PA-28 checklist on board. Flight schools should be using the manufacturer's checklist for training.
- The main door top latch is missing screws.
- The main door latch does not appear to move in and out then aft when activated.
- Interior aft panel has multiple cracks.
- Door seal and interior trim pieces have pulled from their proper installed position.
- Both VHF communications antennas appear to have corrosion and erosion.
- On the right main gear there is a tinnerman type fastener that is not connected to anything, what is missing?
- The log book has two entries for FAR 91.411 and 91.413 but the serial numbers for the altimeter, blind encoder, and transponder are not listed.