

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]
Subject: RE: N4244T information
Date: Friday, July 7, 2017 5:55:10 PM
Attachments: [Witness Accounts Piper Cherokee Accident JUN302017_v1.docx.pdf](#)

Hello Mr. [REDACTED]

I am going to start to coordinate the teardown of the engine/wreckage for the accident. I will try to get this coordinated for late next week and I will be sure to have another Airworthiness Inspector with me to preside over the teardown.

Could you please send me a checklist of what you would like accomplished so that I can relay it to the A&P Technician we have acquired for the job ([REDACTED])?

Additionally, I'd like to include the witness accounts, as well as a sketch of the scene. Please find the following attachments:

- 1- ***Witness Accounts Piper Cherokee Accident JUN302017 v1*** – these are the notes of the witness accounts.
- 2- ***N4244T Google Map Layout*** – This is a simple sketch of the scene – taken from witness accounts (for flight path)

In regards to the eyewitness accounts, most are on-scene only about 45 minutes after, with the exception of [REDACTED], who was interviewed 7/7/17. [REDACTED] provided us with the details of the flight path that you see in the sketch.

Today, Mr. [REDACTED] spoke with the owner ([REDACTED]) and was told the following:

- The aircraft records were on-board the aircraft and burned in the wreckage
- The aircraft was fueled with auto gas

It is also important to point out that Mr. [REDACTED] also had the opportunity to speak with the occupant of the Rear seat of the aircraft ([REDACTED]). Mr. [REDACTED] stated that the Right Pilot ([REDACTED]) took control of the aircraft (just prior to the wreck) and mentioned that he cut off the mixture (and power) to the aircraft just prior to impact.

Thanks,

[REDACTED]
Airworthiness Inspector – FAA
[REDACTED]