



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 22, 2019

STRUCTURES

Group Chairman's Factual Report

ERA18FA120

**Attachment 1 – N106ER Maintenance Records
(325 pages)**

N106ER
Discrepancy Record

CESSNA C172 PROGRESSIVE INSPECTION DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL# | REGISTRATION NUMBER |
|---|--|---------------------|
| PA200R | 28-44137 | N712ER |
| DISCREPANCY | CORRECTIVE ACTION | |
| 1. Gear Handle Came off | Replaced Gear Selector Knob with New. No further defects | |
| DATE: 10/8/07 | DATE: 10/8/07 TACH TIME: 13.4 | |
| I.P. NAME & #: Campagna 177 | SIGNATURE; A&P #: [REDACTED] | |
| 2. Gear Unsafe and pump continuously activated → Right main limit switch out of position | turned turned OFF Aux vac pump. Adjusted Right main main switch. No further defects noted | |
| DATE: 10/9/07 | DATE: 10/9/07 TACH TIME: 13.4 | |
| I.P. NAME & #: B. Ley 365 | SIGNATURE; A&P #: [REDACTED] | |
| 3. Gear Unsafe light on when gear up with 3 green | Inspected & checked 22-30 at PA-22 MM. Gear operator normal. Checked down lock, squat switch, horn and light all work satisfactory. No other faults noted. | |
| DATE: 10/23/07 | DATE: 10-24-07 TACH TIME: 46.5 | |
| I.P. NAME & #: Krug 390 | SIGNATURE; A&P #: [REDACTED] | |
| 4. Gear horn doesn't work - Hesitation during Retraction 3 Green & Red and safe for about 2 sec then retracted. | Performed retraction: ext. Adjusted emergency switch and down lock. Gear operator satisfactory. | |
| DATE: 10/27/07 | DATE: 10-29-07 TACH TIME: 50.7 | |
| I.P. NAME & #: Kose NISHIMURA | SIGNATURE; A&P #: [REDACTED] | |
| 5. ATC Reported 300' difference in altitude. Tried Alt. corr & prior heat no changes noted. | Adjusted #1 Hg. encoder FAR A3 Appx B(c)(c) no defects noted | |
| DATE: 11/16/07 | DATE: 11/17/07 TACH TIME: 103.5 | |
| I.P. NAME & #: McBrath 408 | SIGNATURE; A&P #: [REDACTED] | |

CESSNA C172 PROGRESSIVE INSPECTION DISCREPANCY RECORD

R - RECHECK & REMARK,

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL# | REGISTRATION NUMBER |
|---|---|---------------------|
| PA2BR | 28-44137 | N712ER |
| DISCREPANCY | CORRECTIVE ACTION | |
| 1. Left main gear - no indication ^(light) during Flight / Emergency landing with gear down. | Adjusted emergency downlock switch. Gear ops good | |
| DATE: 11/19/07 | DATE: 11-20-07 TACH TIME: 115.3 | |
| I.P. NAME & #: CRANON 353 | SIGNATURE; A&P #: [REDACTED] | |
| 2. Left main gear light (on/off) intermediate & stayed off after landing | Fixed Broken wire, ops check good. | |
| DATE: 11/20/07 | DATE: 11/20/07 TACH TIME: 116.1 | |
| I.P. NAME & #: Haistov 105 | SIGNATURE; A&P #: [REDACTED] | |
| 3. Jack Drop | Repaired Repaired door latch ops check good | |
| DATE: 11/20/07 | DATE: 11/26/07 TACH TIME: 124.6 | |
| I.P. NAME & #: | SIGNATURE; A&P #: [REDACTED] | |
| 4. Called mechanic. Could not START. | Started Aircraft I.A.W. per maintenance manual. Started multiple times. No further defects. | |
| DATE: 12/3/07 | DATE: 12/3/07 TACH TIME: 149.1 | |
| I.P. NAME & #: Geiger #316 | SIGNATURE; A&P #: [REDACTED] | |
| 5. During Flight left MAIN Gear light flickered when transitioning to down. AFTER final landing left MAIN light went out. | Repaired cones at LMG down limit switch. Performed operational check of gear & gear warning system. No defects noted. | |
| DATE: 12/4/07 | DATE: 12/4/07 TACH TIME: 152.9 | |
| I.P. NAME & #: McGrath 408 | SIGNATURE; A&P #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA88A | 28-44137 | N712EA |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Heading Indicator (OG) Precessing excessively in flight. Approx 30-40° in 5 min. | | verified those connections performed heading swing upon taxi, no defects noted |
| DATE: 1/17/2008 | | DATE: 1/18/08 TACH TIME: 203.2 |
| I.P. NAME & #: Merriman, T #304 | | SIGNATURE; & #: [REDACTED] |
| 2. Hard landing, please inspect gear | | Insp. Landing gear Sys. and Attachments. No Defects noted. |
| DATE: 1-30-2008 | | DATE: 1/30/08 TACH TIME: 222.9 |
| I.P. NAME & #: R. Lennon 235 | | SIGNATURE; & #: [REDACTED] |
| 3. Right wing fuel drain was leaking all over tire | | R&R Right fuel tank quick drain ERH028 |
| DATE: 2-13-08 | | DATE: 2/13/08 TACH TIME: 257.8 |
| I.P. NAME & #: [REDACTED] #293 | | SIGNATURE; & #: [REDACTED] |
| 4. Overspeed flaps by 15 kts | | Inspected Flap system, no wrong condition found, ops check good. |
| DATE: 2-14-2008 | | DATE: 2-14-08 TACH TIME: 261.9 |
| I.P. NAME & #: [REDACTED] 331 | | SIGNATURE; & #: [REDACTED] |
| 5. Left mag intermittent drop. Had to move key around to make it drop. Bad connection somewhere | | Tightened Switch Bezel + Plate |
| DATE: 2/20/08 | | DATE: 2/20/08 TACH TIME: 266.9 |
| I.P. NAME & #: McGrath 408 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---------------------------------|--|
| PA28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Oil Temp fluctuating from 0° to 180° in flight. Stabilized once on the ground at idle. | | REPLACED OIL TEMP PROBE, FUNCTION TESTED NORMAL, NO LEAKS NOTED. WO # RMS 2008-01337 |
| DATE: 3/6/08 | DATE: 6 MAR 08 TACH TIME: 319.2 | |
| I.P. NAME & #: Lowrey 401 | SIGNATURE; & #: [REDACTED] | |
| 2. Unable to test ALT annunciator when engine running. | | Checked Aux Wire + Panel after re-install panel works. No Problems found + panel is now testing w/ Running |
| DATE: 3/16/08 | DATE: 3/16/08 TACH TIME: 339.4 | |
| I.P. NAME & #: Lowrey 401 | SIGNATURE; & #: [REDACTED] | |
| 3. Front Filter Drain loose and leaks during fuel sumping. | | Repositioned gasulator bowl & secured. Leaked check, no leaks found. |
| DATE: 3/17/08 | DATE: 3-17-08 TACH TIME: 339.5 | |
| I.P. NAME & #: McGraw 408 | SIGNATURE; & #: [REDACTED] | |
| 4. Landing gear (N/S) | | Inspected A/C, found terminals on landing light loose. Tightened screws, ops check landing light. Ops check. |
| DATE: 3-28-08 | DATE: 3-30-08 TACH TIME: 376.1 | |
| I.P. NAME & #: Coady 193 | SIGNATURE; & #: [REDACTED] | |
| 5. Left (pilot's) seat height adjustment will not hold position | | ADJUSTED LEVER, OPERATION GOOD. RMS 2008-02025 |
| DATE: 4-4-08 | DATE: 4/9/08 TACH TIME: 387.5 | |
| I.P. NAME & #: [REDACTED] 331 | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|------------|---|
| PA78P | 28-46137 | 28-46137 NTICF |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Door will not lock. | | REINSTALL LOCKING ARM, OP CHECKED NORMAL |
| DATE: | | DATE: 4/5/08 TACH TIME: 382.5 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 2. Right visor loose | | Resealed copilot visor retainer top ✓ good |
| DATE: | 4/10/08 | DATE: 4/10/08 TACH TIME: 397.9 |
| I.P. NAME & #: | Lueth 293 | SIGNATURE; & #: [REDACTED] |
| 3. Left Mike/Phone inop | | ops checked left side mic / phone, no wrong condition found, ops check good. |
| DATE: | 4/15/08 | DATE: 4/15/08 TACH TIME: 419.6 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 4. Plastic knob for dimmer switch fell off. | | Reinstalled dimmer knob, tightened screws, ops check good. |
| DATE: | 4-17-08 | DATE: 4-17-08 TACH TIME: 430.1 |
| I.P. NAME & #: | IP 462 | SIGNATURE; & #: [REDACTED] |
| 5. ENGINE UNDERPOWERED TAKEOFF FULL POWER MP SHOWING LITTLE OVER 25 RPM GOOD DOWNWIND 25"MP 2500RPM GIVING ONLY 100 KTS | | c/w Performance Run No Wrong Condition |
| DATE: | 4/21/08 | DATE: 4/21/08 TACH TIME: 434.9 |
| I.P. NAME & #: | LEG, J 432 | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| | | N 712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. FCF Required. | | FCF Complete |
| DATE: 4/21/08 | | DATE: 4/21 TACH TIME: 435.7 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] #388 |
| 2. HARD TO START. SPARK PLUG FOWLED UP | | Replaced all spark plugs, Performed run-up, ops check good. |
| DATE: 04/22/08 | | DATE: 4/22/08 TACH TIME: 439.8 |
| I.P. NAME & #: Okumama 321 | | SIGNATURE; & #: [REDACTED] |
| 3. Left main tire showing cords | | Disassembled a bit near the IMB + safety the alternator required more parts for work to go on. All work done by PIP [REDACTED] |
| DATE: 4/22/08 | | DATE: 4/23/08 TACH TIME: 442.2 |
| I.P. NAME & #: Parker 013 | | SIGNATURE; & #: [REDACTED] |
| 4. Left mag hot - delayed RPM drop 10 seconds on runup. | | Performed mag. check no wrong condition |
| DATE: 4/24/08 | | DATE: 4/24/08 TACH TIME: 447.0 |
| I.P. NAME & #: Cairns 057 | | SIGNATURE; & #: [REDACTED] |
| 5. ATC Report Alt off by 300' Alt read 6,500' + ATC reported 6,800' ORL + DAB reported the discrepancy | | Adjusted altitude encoder. Performed operational check I AW FOR 43 approx E(x) x F |
| DATE: 4-25-08 | | DATE: 4/26/08 TACH TIME: 455.0 |
| I.P. NAME & #: Stefanelli 332 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| | | N712EN |
| <p>CAREFUL DISCREPANCY HOT MAG</p> <p>1. Left mag did not show drop on 3 at 9 checks. possible grounding wire loose.</p> | | <p style="text-align: center;">CORRECTIVE ACTION</p> <p>OPENED COWL; VERIFIED 8 LEADS SECURE. VERIFIED ALL WIRES SECURE ON MAG SWITCH. PERFORMED RUN UP, GROUNDING CHECKS @ IDLE AND 1000 RPM NORMAL, MAG CHECK - DROPS @ 1700 RPM NORMAL EACH MAG.</p> |
| DATE: 4/28/08 | | DATE: 28 APR 08 TACH TIME: 459.3 |
| I.P. NAME & #: Flodin JCI | | SIGNATURE; & #: [REDACTED] |
| <p>2. loose wire on down limit switch for left main. No Gear down/locked indication.</p> | | <p>Secured loose wire on down limit switch. light ops check good</p> <p style="text-align: right;">ERAU-28</p> |
| DATE: 4/30/2008 | | DATE: 4/30/08 TACH TIME: 466.1 |
| I.P. NAME & #: Ranzel #446 | | SIGNATURE; & #: [REDACTED] |
| <p>3. Key broke off in door lock.</p> | | <p>Removed broken key from door. Replaced key & ops checked.</p> <p style="text-align: right;">ERAU-28</p> |
| DATE: 5/12/08 | | DATE: 5/12/08 TACH TIME: 499.1 |
| I.P. NAME & #: Merriman #304 | | SIGNATURE; & #: [REDACTED] |
| <p>4. Right fuel tank vent broken. Piece is on front of clipboard.</p> | | <p>REMOVED, REVALVED FUEL TANK VENT. NEW BOWL INSTALLED. MAINTENANCE SIGNAL. [unclear] SERVICE NEEDED.</p> |
| DATE: 5/28/08 | | DATE: 5/27/08 TACH TIME: 549.1 |
| I.P. NAME & #: Cairns 057 | | SIGNATURE; & #: [REDACTED] |
| <p>5. Left main gear spring hanging.</p> | | <p>Installed new spring bracket and re-secured spring.</p> |
| DATE: 5/30/08 | | DATE: 5/30/08 TACH TIME: 552.4 |
| I.P. NAME & #: Hristov 105 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA-28R-201 | | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Heading indicator precesses excessively. Same pilot, same problem, same writeup from January. | | TAXI TESTED GYRO FOR TWENTY FIVE MINUTES (TOTAL PRECESS WAS 1.5°) ON TO CONTINUE SERVICE |
| DATE: 06/04/08 | | DATE: 4 JUNE 08 TACH TIME: 574.7 |
| I.P. NAME & #: Inlitz 233 | | SIGNATURE; & #: [REDACTED] |
| 2. HARD LANDINGS PLEASE INSPECT GEARS | | VISUALLY INSPECTED AIRCRAFT POWER PLANT AREA, LANDING GEARS AND ALL RELATED STRUCTURES - NO DEFECTS NOTED WO# RMS 200 B 03422 |
| DATE: 6/6/08 | | DATE: 5 JUNE 08 TACH TIME: 578.1 |
| I.P. NAME & #: LEGG #432 | | SIGNATURE; & #: [REDACTED] |
| 3. Wet oil covering entire under fusebay all the way back to the tail tie-down. | | Degreased belly of aircraft. Removed top cowling & inspected. The engine oil cooler fittings & tightened. Tightened the oil cooler fittings & tightened the oil filter. Tightened the |
| DATE: 06-07-2008 | | DATE: 6/8/08 TACH TIME: 588.6 |
| I.P. NAME & #: Trehanne 359 | | SIGNATURE; & #: [REDACTED] |
| 4. [REDACTED] | | #3 cyl oil return hose clamp & run up engine. No leaks noted. [REDACTED] top cowling secured. [REDACTED] |
| DATE: 6/8/08 | | DATE: 6/8/08 TACH TIME: 588.6 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 5. DOOR extremely difficult to latch lever side. Please inspect. | | Secured door seal screws and lubed latch, performed multiple ops checks, ops checks good. Recommend closing top latch first. |
| DATE: 6/13/08 | | DATE: 6/13/08 TACH TIME: 605.1 |
| I.P. NAME & #: Okuyama #321 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PAZOR | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Idle speed at 550 RPM, told to down if below 650 RPM | | Adjusted idle/mixture, idle lock good ERAO-28 |
| DATE: 6/16/08 | | DATE: 6/18/08 TACH TIME: |
| I.P. NAME & #: Randal #416 | | SIGNATURE; & #: [REDACTED] |
| 2. DOOR stop Broken | | Repaired door stop. ops check good. |
| DATE: 06/23/08 | | DATE: 6/23/08 TACH TIME: 625.2 |
| I.P. NAME & #: Vargas 1021 | | SIGNATURE; & #: [REDACTED] |
| 3. Left gear actuator leaking | | REPLACED ACTUATOR WITH NEW CYCLED GEAR OPERATIONS GOOD NO LEAKS NOTED |
| DATE: 06/23/08 | | DATE: 6/23/08 TACH TIME: 625.2 |
| I.P. NAME & #: Vargas | | SIGNATURE; & #: [REDACTED] |
| 4. Key broke into the door | | Removed broken key + replaced the cabin + baggage door lock assemblies + ops good. All work done DAW Piper PA48R Pilot Manual Ch 52 |
| DATE: 6/27/08 | | DATE: 6/28/08 TACH TIME: 636.4 |
| I.P. NAME & #: Okiyama 321 | | SIGNATURE; & #: [REDACTED] |
| 5. Main Gear thread low both L/R | | Built up main wheel assembly. Installed 4 new brake lights. ops + brakes good. All work done DAW Piper PA48R Pilot Manual |
| DATE: 7/12/08 | | DATE: 7/12/08 TACH TIME: 658.2 |
| I.P. NAME & #: Cuetha 293 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|--------------------------------|---|
| PA28R | 28-44137 | N712R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Copilot Headset plugs loose | | Tightened the copilot's headset plugs. All good. |
| DATE: 7/12/08 | I.P. NAME & #: Luetki 293 | DATE: 7/12/08 TACH TIME: 658.2 |
| 2. ¹ Door latch Broken. Inside | | FOUND JOINT BETWEEN HANDLE AND PUSH ROD DISCONNECTED, RESECURED JOINT. |
| DATE: 7-12-08 | I.P. NAME & #: R. Lennon | DATE: 7/12/08 TACH TIME: 665.7 |
| 3. During run up checked alt. load, no load noted (no indication), GPs/com and MX20 started shutting off. No alt. annunciator. | | Removed battery G-35 SW EO2335781 and checked a circuit de PIN R635 AX C. SW 111784 No defect noticed. All good. (164) |
| DATE: 7/28/08 | I.P. NAME & #: FEDMEYER #367 | DATE: 7/28/08 TACH TIME: 672.3 |
| 4. TCR for ADSB install | | Performed TCR ADSB check Good. all perimeter flight good. No defect noticed. |
| DATE: 7-29-08 | I.P. NAME & #: Cheryl K... 191 | DATE: 7-29-08 TACH TIME: 673.1 |
| 5. Copilot side right pedal pad fell off. Left in pocket behind seat. | | Secured Copilot rudder pedal pad. ERAV28 |
| DATE: 8/11/08 | I.P. NAME & #: Kevin Bray #238 | DATE: 8/12/08 TACH TIME: 708.8 |
| | | SIGNATURE; & #: [Redacted] |

DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL | REGISTRATION NUMBER |
|--|--------|--|
| | | |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. screw missing on top door latch.</p> <p>DATE: 09/03/2008</p> <p>LP NAME & #: Okujama #321</p> | | <p>Installed new screw into door latch from ops check good</p> <p>DATE: 9/3/08 TACH TIME: 750.5</p> <p>SIGNATURE; & #: [REDACTED]</p> |
| <p>2. NO drop in RPM during L mag check. R mag dropped 150rpm</p> <p>DATE:</p> <p>LP NAME & #: Kaminste 089</p> | | <p>Performed grd run and mag check. I/A/W aircraft POH normal procedures section 4.5f. No discrepancies with LT or RT mag checks.</p> <p>DATE: 9-4-08 TACH TIME: 750.8</p> <p>SIGNATURE, & #: [REDACTED]</p> |
| <p>3. Pilot seat will not stay up once adjusted.</p> <p>DATE: 9/10/2008</p> <p>LP NAME & #: Keaby 076</p> | | <p>FOUND LEVER PREVENTING CYLINDER FROM FULLY LOCKING. ADJUSTED LEVER SEAT HEIGHT OPS CHECK GOOD</p> <p>RMS2008P5215</p> <p>DATE: 9/10/08 TACH TIME: 763.7</p> <p>SIGNATURE, & #: [REDACTED]</p> |
| <p>4. Engine would NOT start</p> <p>DATE: 9/12/08</p> <p>LP NAME & #: Giardino 495</p> | | <p>Performed flooded start, engine engine start checked</p> <p>ERAUZS</p> <p>DATE: 9/12/08 TACH TIME: 767.7</p> <p>SIGNATURE; & #: [REDACTED]</p> |
| <p>5. Noticed thick purple dye under right fuel tank sump. Please check for fuel leak.</p> <p>DATE: 9-29-08</p> <p>LP NAME & #: [REDACTED] 332</p> | | <p>Checked fuel sump. Retried ops check. Ops check good. No leaks detected.</p> <p>DATE: 9/29/08 TACH TIME: 0796.3</p> <p>SIGNATURE, & #: [REDACTED]</p> |

DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL# | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 28-44137 | N7126C |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. engine would not start and/or would only remain on for 2-4 seconds</p> <p>DATE: 10/3/08</p> | | <p>Temp engine for any visual faults, good check ing magnets timing, mag check good. Started engine multiple times with no problems.</p> <p>DATE: 10-3-08 TACH TIME: 809.8</p> |
| <p>I.P. NAME & # <i>Mirhan 305</i></p> | | <p>SIGNATURE, & # [REDACTED]</p> |
| <p>2. Engine would NOT START. Performed several attempts (HOT START, COLD START, try flooded procedures) engine fail to start. ON occasion start run for 2 sec then quit.</p> <p>DATE: 10/7/08 <i>Wanted 10 minutes before trying again.</i></p> | | <p>Performed hot start procedure 3 times and the engine started normally each time. No defect noted.</p> <p>DATE: 10/7/08 TACH TIME: 818.8</p> |
| <p>I.P. NAME & # <i>Espinal #093</i></p> | | <p>SIGNATURE, & # [REDACTED]</p> |
| <p>3. - Pilot seat will not stay up - Mag compass light?</p> <p>DATE: 10/14/08</p> | | <p>1) Removed pilot seat & replaced height adjuster arm screw & installed seat adjuster cap good 2) Ops / compass light good</p> <p>DATE: 10/14/08 TACH TIME: 833.8</p> |
| <p>I.P. NAME & #: <i>Okumura #321</i></p> | | <p>SIGNATURE; & # [REDACTED]</p> |
| <p>4. L&G Gear warning Horn not coming ON with Throttle closed.</p> <p>DATE: 10-15-2008</p> | | <p>Installed new MAP gauge and Adjusted micro switch on throttle, ops check good.</p> <p>DATE: 10/15/08 TACH TIME: 835.9</p> |
| <p>I.P. NAME & #: <i>Latmini #311</i></p> | | <p>SIGNATURE; & # [REDACTED]</p> |
| <p>5. Air scoop broken on Right side (Bottom one), left it on the floor in the cabin.</p> <p>DATE: 10-15-2008</p> | | <p>Re-installed Air scoop, ops check good.</p> <p>DATE: 10/15/08 TACH TIME: 835.9</p> |
| <p>I.P. NAME & #: <i>Latmini #311</i></p> | | <p>SIGNATURE, & # [REDACTED]</p> |

DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

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|-----------------------|---------------------------|--------------------------------------|
| MODEL <i>PA28R</i> | SERIAL <i>28-44137</i> | REGISTRATION NUMBER <i>N712BK</i> |
|-----------------------|---------------------------|--------------------------------------|

| DISCREPANCY | CORRECTIVE ACTION |
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|-------------|-------------------|

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| <p>1. Pilot seatbelt does not reel back. Seems to be stuck.</p> <p>DATE: <i>10/16/08</i></p> | <p>Inspected anal ops checked seat belt, no wrong condition found, seat belt retracted normal.</p> <p>DATE: <i>10/16/08</i> TACH TIME: <i>842.3</i></p> |
|--|---|

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|---|--|
| <p>LP NAME & # <i>Espinal #093</i></p> <p>2. Com #1 has heavy static in between transmissions. Says "RC" at all times.</p> <p>DATE: <i>10/20/08</i></p> | <p>SIGNATURE; & #: <i>[Redacted]</i></p> <p><i>Tightened rear mic packs performed audio ops checks w/ engine running; no defects noted.</i></p> <p>DATE: <i>10/19/08</i> TACH TIME: <i>856.3</i></p> |
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| <p>LP NAME & # <i>Elder 282</i></p> <p>3. Gear warning horn not working when throttle reduced below 14" MP. I had to hold throttle below normal idle to get warning horn to come on.</p> <p>DATE: <i>10/22/08</i></p> | <p>SIGNATURE, & #: <i>[Redacted]</i></p> <p><i>Adjusted the gear warning switch @ the throttle (ops checked) horn good. W. H. A. PA28 Piper PA28R maint manual.</i></p> <p>DATE: <i>10/22/08</i> TACH TIME: <i>864.6</i></p> |
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| <p>LP NAME & # <i>274 Kiah</i></p> <p>4. Left main gear light didn't come on.</p> <p>DATE: <i>10/22/08</i></p> | <p>SIGNATURE, & #: <i>[Redacted]</i></p> <p><i>Placed Aircraft on Jacks and cycled gear. Gear Extended and retracted normally. Installed new LMC Light Bulb, Three green, ops check good.</i></p> <p>DATE: <i>10/22/08</i> TACH TIME: <i>866.0</i></p> |
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|---|---|
| <p>LP NAME & # <i>Jones #386</i></p> <p>5. Gear warning horn inop. No horn w/ throttle idle in air; gear up.</p> <p>DATE: <i>10/30/08</i></p> | <p>SIGNATURE, & #: <i>[Redacted]</i></p> <p><i>Adjusted throttle gear warning micro switch to 14" map. Checks OK. See w/o RMS2008 06744.</i></p> <p>DATE: <i>10/31/08</i> TACH TIME: <i>886.6</i></p> |
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| <p>LP NAME & # <i>Ornamenta #321</i></p> | <p>SIGNATURE, & #: <i>[Redacted]</i></p> |
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DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL# | REGISTRATION NUMBER |
|--|---------|--|
| PA28 | 2844131 | N7129L |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Vfe passed by 17 knots</p> <p>DATE: 11-1-04</p> <p>I.P. NAME & # St Jane II. 332</p> | | <p>Inspected Flaps Due to overspeed - NO DEFECTS NOTED OK For Flight</p> <p>DATE: 11-1-04 TACH TIME.</p> <p>SIGNATURE, & # [REDACTED]</p> |
| <p>2. A/S indicator was frozen at zero during pre-flight. Selection to alternate static port solved problem.</p> <p>DATE: 11/02/08</p> <p>I.P. NAME & # S Shenton 182.</p> | | <p>Performed Airspeed indicator ops checks. IAW FAR 43 Appendix (e) no defects noted.</p> <p>DATE: 11/03/08 TACH TIME: 895.5</p> <p>SIGNATURE, & # [REDACTED]</p> |
| <p>3. Throttle quad. lock is stripped. unable to adjust friction on controls. Controls very hard to move.</p> <p>DATE: 11-12-08</p> <p>I.P. NAME & #: R. Lennon 235-</p> | | <p>Friction lock not stripped. Removed quadric cover + loosened lock to where controls move more freely when lock is not on. No further defects</p> <p>DATE: 11/12/08 TACH TIME: 926.7</p> <p>SIGNATURE, & #: [REDACTED]</p> |
| <p>4. FRICTION LOCK FOR THROTTLE TOO STIFF TO MOVE FREELY. PLEASE ADJUST.</p> <p>DATE: 11/14/08</p> <p>I.P. NAME & #: LEE 432</p> | | <p>Lubed throttle cable + worked throttle back & forth. Throttle moves freely. No further defects</p> <p>DATE: 11/14/08 TACH TIME: 932.2</p> <p>SIGNATURE, & #: [REDACTED]</p> |
| <p>5. Heard gear pump cycling when gear was retracted & extended.</p> <p>DATE: 11/20/2008</p> <p>I.P. NAME & #: Kaminske 089</p> | | <p>Performed Retraction Test No Wrong Condition</p> <p>DATE: 11/20/08 TACH TIME: 956.6</p> <p>SIGNATURE, & #: [REDACTED]</p> |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| | | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. FLT sup said A/C is Reading VFR on CrABS | | Rechecked GDL 90. Reband graph clearly. Ops check good. No further action. |
| DATE: 01/27/09 | DATE: 1/27/09 | TACH TIME: 1886 |
| I.P. NAME & #: PARKER 013 | SIGNATURE; & #: [REDACTED] | |
| 2. Pitot/Static system needs to be drained. During flight received erroneous AS & ALT readings. Drained sys multiple times in FLT. | | Inspected system and removed excess water from system. Ops check good. OK for return to service. AS & ALT Etc etc. No defects noted. (JMP) |
| DATE: 2/3/2009 | DATE: 2/3/09 | TACH TIME: 1102.2 |
| I.P. NAME & #: Thompson #422 | SIGNATURE; & #: [REDACTED] | |
| 3. Oil leaking from right side of cowling. | | Replaced #1 CW. Valve cover, CABLET, performed pull up, OPS GOOD NO LEAKS. |
| DATE: 02/06/2009 | DATE: 2/6/09 | TACH TIME: 1112.9 |
| I.P. NAME & #: S. Shenton 182 | SIGNATURE; & #: [REDACTED] | |
| 4. During High Power Settings Oil Pressure Gauge reading high on Yellow Arc close to Red line | | T-shut oil pressure gauge. See RMS v.o. #209009S for details of work accomplished. [REDACTED] PAPER |
| DATE: 2/9/09 | DATE: 2/9/09 | TACH TIME: 1119.2 |
| I.P. NAME & #: Jones #386 | SIGNATURE; & #: [REDACTED] | |
| 5. Mixture detent missing. | | Found detent stuck behind quadrant, re-positioned. A/C OK for return to service. |
| DATE: 2/10/09 | DATE: 2/10/09 | TACH TIME: 1123.3 |
| I.P. NAME & #: [REDACTED] #521 | SIGNATURE; & #: [REDACTED] | |

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816

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| P28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Screw missing on Foot peg. Screw above it is loose | | Installed new bolt and nut. Tightened adjacent bolt and nut. Ops check good |
| DATE: 2/17/09 | | DATE: 2/17/09 TACH TIME: 1154.5 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 2. Land light electrical problem | | Replaced terminal wire. Rechecked wire. Light checked good. No defects noted. |
| DATE: 2/20/09 | | DATE: 2/20/09 TACH TIME: 1158.0 |
| I.P. NAME & #: Kulesia / 127 | | SIGNATURE; & #: [REDACTED] |
| 3. Throttle quadrant plastic is broken - mixture guard also missing | | Replaced throttle quadrant cover. No further defects. |
| DATE: 02-20-2009 | | DATE: 2/20/09 TACH TIME: 1162.8 |
| I.P. NAME & #: Trehan #359 | | SIGNATURE; & #: [REDACTED] |
| 4. Main Gear light intermittent after 1st Touch and Go. Called Mx, got landing on 16, taxi to M hangar | | Found terminal wire broken at Down Lock Switch |
| DATE: 2/26/09 | | DATE: 2/26/09 TACH TIME: 1182.8 |
| I.P. NAME & #: Reardon 137 | | SIGNATURE; & #: [REDACTED] |
| 5. Night Light - Switch Lights inop - all of them. | | Turned battery master and radio master on. Performed operational check of switch lights. ops check good |
| DATE: 2/28/09 | | DATE: 2/28/09 TACH TIME: 1196.5 |
| I.P. NAME & #: Van Brink #451 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| | | N 712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. VOR antenna broken | | Replaced VOR ANTENNA, & system operational check box & to defects report. |
| DATE: 3/1/09 | | DATE: 3/01/09 TACH TIME: 1197.5 |
| I.P. NAME & #: MAYNARD | | SIGNATURE; & #: [REDACTED] |
| 2. Left main gear indicator light failed to illuminate during gear extension. Emergency procedures followed, precautionary landing runway 16. | | Repaired and replaced damaged wire and terminal. Rebol gear swing and ops check Ops check good |
| DATE: 03/02/2009 | | DATE: 3/02/09 TACH TIME: 1199.1 |
| I.P. NAME & #: William Broderick 175 | | SIGNATURE; & #: [REDACTED] |
| 3. Nose gear strut appears low | | Inspected nose strut. Strut is serviceable and ok to return to service |
| DATE: 03/02/2009 | | DATE: 3/02/09 TACH TIME: 1199.1 |
| I.P. NAME & #: William Broderick 175 | | SIGNATURE; & #: [REDACTED] |
| 4. Landing Light burned out conveniently on short final | | Repaired and replaced landing light Ops check good |
| DATE: 3/3/09 | | DATE: 3/03/09 TACH TIME: 1207.2 |
| I.P. NAME & #: Pearson 137 | | SIGNATURE; & #: [REDACTED] |
| 5. Right side Brakes, slow + not very responsive. Main Gear tires worn | | Inspected brake system with no defects noted taxi, brake normal ops check good. Right brake responsive and firm Inspected both wings. No chard showing at this time. |
| DATE: 3/16/09 | | DATE: 3/16/09 TACH TIME: 1241.8 |
| I.P. NAME & #: [REDACTED] 069 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA 28 | 28 44137 | N1712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Nose gear tire appears to be worn. | | Inspected nose gear tire & verified it is a flight custom III No cord showing & serviceable (next time call maintenance) |
| DATE: 3/31/09 | | DATE: 3/31/09 TACH TIME: 1303.3 |
| I.P. NAME & #: [REDACTED] 009 | | SIGNATURE; & #: [REDACTED] |
| 2. upon Landing touchdown nose gear indicating light went out. Cleared by MX to taxi back to ramp | | Rechecked and adjusted nose gear down microswitch and adjusted nose gear light bulb holder. Rechecked gear swing. Ops check good |
| DATE: 4-4-09 | | DATE: 4/4/09 TACH TIME: 1309.8 |
| I.P. NAME & #: R. Lennon #235 | | SIGNATURE; & #: [REDACTED] |
| 3. Unable to change RPM - stuck at 2500rpm. student flying aircraft and noticed that RPM was not responding when changing position of prop lever. After landing we cycled the prop lever but there was no change in RPM (2500). | | Replaced prop Governor cable Red end adjusted Prop RPMs to 2650RPMs. No further defects |
| DATE: 04/09/2009 | | DATE: 4/9/09 TACH TIME: 1325.8 |
| I.P. NAME & #: Lesnicki 296 | | SIGNATURE; & #: [REDACTED] |
| 4. Aviation Database expired | | Updated Aviation database |
| DATE: 04-10-2009 | | DATE: 4/10/09 TACH TIME: 1330.7 |
| I.P. NAME & #: William Broderick 175 | | SIGNATURE; & #: [REDACTED] |
| 5. off field MX - Tire Change | | Replaced wheel assy with new tire. No further defects |
| DATE: 04-10-2009 | | DATE: 4/10/09 TACH TIME: 1330.7 |
| I.P. NAME & #: William Broderick 175 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL | REGISTRATION NUMBER |
|---|--------|---|
| | | |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Both pilot & co-pilot yokes need lube. | | Lubed & cleaned bottom yoke shafts no further defects noted |
| DATE: 4/11/09 | | DATE: 4/11/09 TACH TIME: 1334.3 |
| I.P. NAME & # Kuric 050 | | SIGNATURE & #: [REDACTED] |
| 2. Alt. Amps would jump from about 0 to 55-60 and also squealed. Aux Vac not on. Happened intermittently (every 30sec. to a minute) | | Replaced Alternator No further defects |
| DATE: 4/15/09 | | DATE: 4/15/09 TACH TIME: 1345.9 |
| I.P. NAME & # Randal #446 | | SIGNATURE & #: [REDACTED] |
| 3. Co Pilot seat broken, can't move forward or back | | Removed and Replaced cable assembly. Ops check good. A/C OK for return to service |
| DATE: 04-21-2009 | | DATE: 4/21/09 TACH TIME: 1362.3 |
| I.P. NAME & # Reardon 107 | | SIGNATURE & #: [REDACTED] |
| 4. Brakes need bleeding Really mushy | | Bled brakes, taxi tested, ops v good, no further defects noted |
| DATE: 04-24-09 | | DATE: 04/24/09 TACH TIME: 1384.4 |
| I.P. NAME & # BARKER 013 | | SIGNATURE & #: [REDACTED] |
| 5. During Brake test, left brake mushy for both pilots. | | Bled Brake system. Ops check good A/C ok for RTS |
| DATE: 4-28-09 | | DATE: 4/28/09 TACH TIME: 1395.1 |
| I.P. NAME & # To Campbell #491 | | SIGNATURE & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK, S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL# | REGISTRATION NUMBER |
|---|----------|---|
| PA28K | 28-44137 | N123R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. L & R fuel vents bent backwards... please inspect. DATE: 05-01-2009 | | Re-positioned L & R fuel vents to proper positions. A/C OK for RTS DATE: 5/1/09 TACH TIME: 1409.5 |
| I.P. NAME & #: OKUMA #321 | | SIGNATURE, & #: [REDACTED] |
| 2. Attitude indicator 10° off in flight DATE: 5-3-09 | | Taxi tested the aircraft the defects noted. All work done PA28 R repair manual DATE: 5/4/09 TACH TIME: 1420.4 |
| I.P. NAME & #: Schuler 165 | | SIGNATURE, & #: [REDACTED] |
| 3. Oil temperature fluctuating erratically throughout flight. Oil temperature stayed steady and in the green. DATE: 05/05/09 | | Found electrical terminal loose on oil temp probe. ground in overall ops alt good DATE: 5/5/09 TACH TIME: 1425.9 |
| I.P. NAME & #: Le Novaran 262 | | SIGNATURE, & #: [REDACTED] |
| 4. Attitude indicator showing 10° R bank after 1HR of flight (Traffic Patterns) DATE: 5/7/09 | | Ran A/C, OPS ✓ good. could not duplicate Error. No further defects noted. DATE: 5/7/09 TACH TIME: 1439.2 |
| I.P. NAME & #: Schuler 165 | | SIGNATURE, & #: [REDACTED] |
| 5. Left main tire showing chord DATE: 5/9/2009 | | Installed a buldick on the LMG & safety wheel with roller fire reduced the brake temps & tire temp DATE: 5/10/09 TACH TIME: 1449.8 |
| I.P. NAME & #: Dorbin 313 | | SIGNATURE, & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28 | 2844137 | N72ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Vacuum pump only showing 2.8" Hg @ 1000 RPM! Attitude indicator inaccurate throughout flight (more than 5° off both pitch and bank)</p> | | <p>Replaced ATTITUDE INDICATOR operational check good no defects noted vacuum system good, no defects noted.</p> |
| DATE: 05/11/09 | | DATE: 5/11/09 TACH TIME: 1453.9 |
| I.P. NAME & #: Le Douaron 352 | | SIGNATURE; & #: [REDACTED] |
| <p>2. Alt Amps Would Fluctuate Between 0 → 60 amps in flight. High pitch Sauer heard over Radios.</p> | | <p>Ammeter fluctuations are normal when Beechcraft. Performed multiple Radio checks with engine running. All transmissions were clear. no further defects.</p> |
| DATE: 5/14 | | DATE: 5/14/09 TACH TIME: 1468.4 |
| I.P. NAME & #: Tang 326 | | SIGNATURE; & #: [REDACTED] |
| <p>3. Attitude indicator shows both pitch & bank errors in excess of 5°.</p> | | <p>Groundman A/c checked vacuum system. Attitude Indicator stabilized, no further defects noted.</p> |
| DATE: 05-14-2009 | | DATE: 5/15/09 TACH TIME: 1471.5 |
| I.P. NAME & #: Okumura #321 | | SIGNATURE; & #: [REDACTED] |
| <p>4. Squealing belt-like noise noticed during taxi. Please inspect.</p> | | <p>Inspected alternator belt for tension and ground ran aircraft. No defects were noted. A/c ok for ILS.</p> |
| DATE: 5/15/09 | | DATE: 5/16/09 TACH TIME: 1475.1 |
| I.P. NAME & #: Espinal #093 | | SIGNATURE; & #: [REDACTED] |
| <p>5. LEFT BRAKE BECAME SPONGY AT FIRST, THEN COMPLETELY FAILED.</p> | | <p>BLEED BRAKES AND SERVICED W/ 5606 FLUID. OPERATION GOOD AND FIRM. W/ #200903720</p> |
| DATE: 5/25/2009 | | DATE: 5/25/09 TACH TIME: 1479.0 |
| I.P. NAME & #: SPAGNOLI 450 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PAZOR | 28-41137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Left Brake initially weak followed by brake failure. | | Replaced pilots, L/brake master cylinder. Bled brakes, OPS ✓ satisfactory |
| DATE: 05-26-2009 | | DATE: 5-26-09 TACH TIME: 1420.0 |
| I.P. NAME & #: Thompson, W #422 | | SIGNATURE; & #: [REDACTED] |
| 2. Attitude indicator inaccurate in flight & ground. NOT recommended for IMC. | | Then Engine at 3000 rpm suction @ 4.5-5" Hg. 300 stabilizes w/ no recession. Disrupted lines for condition + security. A/C OK for RTS |
| DATE: 05/27/2009 | | DATE: 5/27/09 TACH TIME: 1485.9 |
| I.P. NAME & #: Okavuma #321 | | SIGNATURE; & #: [REDACTED] |
| 3. Missing screw. (Right wing behind fuel vent panel). | | Installed screw. |
| DATE: 05/27/2009 | | DATE: 5/27/09 TACH TIME: 1485.9 |
| I.P. NAME & #: BLUMANN #321 | | SIGNATURE; & #: [REDACTED] |
| 4. Gear pump cycled on in flight. 2-3 times in a minute or 2. Then stayed on so Gear Selector switch was moved down pump shut off. No green lights, Red when gear did not fall. Connected MX on OPS. | | REPLACED HYD. PUMP LINE & RIGHT GEAR ACTUATOR, SERVICED WITH 5606 HYD. FLUID, PERFORMED OPERATIONAL OPS GOOD NO LEAKS OR OTHER DEFECTS |
| DATE: 05/07/2009 | | DATE: 6/3/09 TACH TIME: 1506.7 |
| I.P. NAME & #: Van Brink #151 | | SIGNATURE; & #: [REDACTED] |
| 5. Attitude indicator precession ^{banks} banks 5°-10° on taxiing into position & Hold on Ray. | | Taxied the aircraft + ops ✓ The attitude indicator good. No defects noted. |
| DATE: 6/06/2009 | | DATE: 6/7/09 TACH TIME: 1514.5 |
| I.P. NAME & #: Yoshimoto 260 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|------------------------------|---|
| PA28R | 28-49137 | N7122E |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. oil door loose | | Installed a serviceable oil filter door top good |
| DATE: 06/08/09 | I.P. NAME & #: Irlich #233 | DATE: 6/8/09 TACH TIME: 1517.1 |
| 2. Both Mags drop 200-225 rpm after 2 clearing attempts | | Ran up aircraft. Performed normal mag checks. No defects noted. |
| DATE: 6/8/2009 | I.P. NAME & #: NACT10D #493 | DATE: 6/8/09 TACH TIME: 1518.9 |
| 3. Low vacuum annunciator on at 1000 rpm | | Adjusted Vacuum pressure regulator. No defects noted. |
| DATE: 6/8/2009 | I.P. NAME & #: NACT10D 493 | DATE: 6/8/09 TACH TIME: 1518.9 |
| 4. ① Same as above ② High suction increase (5.5") | | ① Replaced vac pump ② Adjusted vac Relief valve. No further defects noted ops checked good. |
| DATE: 06-10-2009 | I.P. NAME & #: Trehace 359 | DATE: 6/10/09 TACH TIME: 1529.5 |
| 5. Right Landing gear position indicator out. | | Replaced light. operational check good. |
| DATE: 6/13/09 | I.P. NAME & #: Stenhouse 292 | DATE: 13 Jun 09 TACH TIME: 1540.0 |
| | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| 77A24-201 | | N72ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Base landing gear light inoperative | | Inspected + found socket loose. Inspected nose gear down lock assy. No defects noted. Bent tang on socket + replaced bulb. OPS Vgood. |
| DATE: 6/13/2009 | | DATE: 6/13/2009 TACH TIME: 1545.8 |
| I.P. NAME & #: S. Swenden 165 | | SIGNATURE; & #: [Redacted] |
| 2. Landing Light Inop. | | Replaced Landing Light Bulb with New. No further defects. |
| DATE: 06-22-2009 | | DATE: 6/22/09 TACH TIME: 1727.7 |
| I.P. NAME & #: Lesnichi 296 | | SIGNATURE; & #: [Redacted] |
| 3. ① Hard landing ② RMG light loose ③ NG light loose | | ① Jacked A/C insp all gear and attaching points. Dmg wings & Por/age exterior for deformity & wrinkles. Performed retraction test and emergency extend. Checked operation of downlock switches. No defects noted at this time. see W/REN 2009 04449 for opp. 15 9/20/09 OPS/RELEASED/CONF |
| DATE: 6/22/09 | | DATE: 6-22-09 TACH TIME: 1579.8 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |
| 4. ④ gear warning horn intermittent when power @ idle during sim. engine out. | | ④ Repaired gear warning horn switch. OPS VOK. |
| DATE: 6/23/09 | | DATE: 6-23-09 TACH TIME: 1579.8 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [Redacted] |
| 5. Flat tire on runway | | Removed + Replaced tire, Brought A/C back to ramp. Tire ops check good. |
| DATE: 6/26/2009 | | DATE: 6-26-09 TACH TIME: 1597.4 |
| I.P. NAME & #: Viet 118 | | SIGNATURE; & #: [Redacted] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R-201 | | N712EP |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Gear warning horn sounds once, then does not sound any more. From 3,000' during sim engine out | | FOUND THROTTLE SWITCH OUT OF ADJ. - ADJUSTED SWITCH FOR PROPER ACTIVATION OF HORNS. NO OTHER DEFECTS NOTED, OPERATION OF GEAR WARNING GOOD w/o 200904666 |
| DATE: _____ | | DATE: 7-5-09 TACH TIME: 1613.4 |
| I.P. NAME & #: _____ | | SIGNATURE; & #: _____ |
| 2. NOSE gear bulb shakes loose during flight | | ADJUSTED GRIP TAB ON LIGHT HOLDER |
| DATE: 7/4/2009 | | DATE: 7/5/09 TACH TIME: 1613.4 |
| I.P. NAME & #: MAYNARD #431 | | SIGNATURE; & #: _____ |
| 3. Parking brake inop. | | Checked parking brake annulus cylinder line for leaks, none noted. Bled parking brake cylinder & serviced reservoir w/5606 ops check good |
| DATE: 7/24/09 | | DATE: 7/24/09 TACH TIME: 1659.0 |
| I.P. NAME & #: Yoshimoto 302 | | SIGNATURE; & #: _____ |
| 4. Attitude indicator slow to erect | | Performed engine run-up for A.I. A.I. erected within 30 seconds. NO discrepancies noted. AIC returned to service. |
| DATE: 7/24/09 | | DATE: 24/09 TACH TIME: 1659.0 |
| I.P. NAME & #: Yoshimoto 202 | | SIGNATURE; & #: _____ |
| 5. PARKING Brake still Inoperative. When parking Brake is set it feels like no pressure is used (very loose). Aircraft's moves with very little power with the brakes on. | | Replaced the parking brake actuator & bled system. Serviced the Hyd. reservoir with 5606. Operations good. AIC returned to service. |
| DATE: 07-25-2009 | | DATE: 24/09 TACH TIME: 1659.1 |
| I.P. NAME & #: Vargas J. / 021 | | SIGNATURE; & #: _____ |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA44-PA28 | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Parking Brake still feels Loose Please Check | | Bled the Brakes. No defects noted. |
| DATE: 7/25/09 | | DATE: 7/20/09 TACH TIME: 1659.1 |
| I.P. NAME & #: Ben Griffin #75 | | SIGNATURE; & #: [REDACTED] |
| 2. Parking brake fully engaged. Cannot disengage. | | Installed New Spring + Repaired Parking Brake handle lever. No further defects |
| DATE: 07/28/2009 | | DATE: 7/28/09 TACH TIME: 1666.5 |
| I.P. NAME & #: Lesnichi 296 | | SIGNATURE; & #: [REDACTED] |
| 3. Parking brake not effective. It travels all the way up with little resistance. Once all the way up - cannot disengage. | | Bled the left + right brake systems + removed all air out lines. Let system rest for an hour. Parking brake is now good. Operation check good. etc. etc. |
| DATE: 07/29/2009 | | DATE: 30 Jul 09 TACH TIME: 1666.9 |
| I.P. NAME & #: Lesnichi 296 | | SIGNATURE; & #: [REDACTED] |
| 4. No work - Inspection stuck Disregard | | Cleared for flight. |
| DATE: 7/31/2009 | | DATE: 7/31/09 TACH TIME: 1671.7 |
| I.P. NAME & #: Kelly #058 | | SIGNATURE; & #: [REDACTED] |
| 5. Parking Brake is engaged and cannot be moved | | Disengage handle. Brakes checked good - applied parking brake - No defects noted. |
| DATE: 08-01-2009 | | DATE: 8/2/09 TACH TIME: 1675.7 |
| I.P. NAME & #: Brian Bucholtz 069 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Tail Scrape | | Inspected for defects resulting from tail scrape. OPS v good. No defects noted. |
| DATE: 8/5/09 | | DATE: 8/5/09 TACH TIME: 1684.1 |
| I.P. NAME & #: Rowden 137 | | SIGNATURE; & #: [REDACTED] |
| 2. ALT LIGHT CAME ON DURING CLOSED PATTERN AT DAB. 12AN ELECTRICAL FAILURE CHECK LIST. ALT LIGHT STILL ON. | | Found fuse holder wire broken to Alternator. Repaired wire performed engine run-up. Operational check good. Aircraft returned to service. |
| DATE: 08-07-09 | | DATE: 07 Aug 09 TACH TIME: 1686.6 |
| I.P. NAME & #: DENNING 635 | | SIGNATURE; & #: [REDACTED] |
| 3. Loose stabilizer | | Checked security of stabilizer. Stab has up & down movement which is fine. Side to side movement is bad. Stab had no side to side movement. No further defects. |
| DATE: 08/07/2009 | | DATE: 8/7/09 TACH TIME: 1688 |
| I.P. NAME & #: Shenton 152 | | SIGNATURE; & #: [REDACTED] |
| 4. Both main gear struts need servicing per AD. Airframe indicator during taxi back to ramp would indicate approx. 70 Bank in either direction & would not correct. | | 1) Serviced both main struts with nitrogen 2) Removed and replaced altitude indicator with overhauled unit |
| DATE: 08/10/2009 | | DATE: 8/10/09 TACH TIME: 1690.2 |
| I.P. NAME & #: Van Bommel #451 | | SIGNATURE; & #: [REDACTED] |
| 5. Unable to disengage parking brake | | Inspected the brake system. Bleed left & right brake systems. Repositioned the park to release button. Operational check of parking brake handle checks good. Please try not to pull the handle all the way up to engage. All returned to service. |
| DATE: 8/20/09 | | DATE: 20 Aug 09 TACH TIME: 1702.3 |
| I.P. NAME & #: I. Jones #386 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|---|
| RA-28R-201 | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. EXCEEDED VFE BY 5 KTS | | Inspected Prop system, for security and operation, no defects. NOTED A/C OK for RTS. |
| DATE: 08-20-2009 | DATE: 8/21/09 | TACH TIME: 1704.7 |
| I.P. NAME & #: Vargas / 021 | SIGNATURE; & #: [REDACTED] | |
| 2. Left side stabilizer attach point has excessive play, | | Tightened Nut & Bolt in left side Stab Bushing - No further defect |
| DATE: 08-21-2009 | DATE: 8/21/09 | TACH TIME: 1205.0 |
| I.P. NAME & #: Van Biele #451 | SIGNATURE; & #: [REDACTED] | |
| 3. HORIZONTAL STABILIZER HAS PLAY ON LEFT SIDE. NOTICED ON PRE-FLIGHT. | | Replaced stab bearing Nuts and Torques to RA-28 Mfg specs. No play noted. |
| DATE: 08-31-2009 | DATE: 8-31-09 | TACH TIME: 17.18.0 |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [REDACTED] | |
| 4. Altimeter keeps dropping koft slowly on the ground. Aivspeed not active on Take-off run. drained system, no results Aivspeed worked with Alternate source. | | cleared pitot and static lines. Reprimed systems off check FAW for RA3, April B(w)(c), No defects noted |
| DATE: 09-03-2009 | DATE: 09/03/09 | TACH TIME: 1721.9 |
| I.P. NAME & #: Latmini # 311 | SIGNATURE; & #: [REDACTED] | |
| 5. Hand screw gone right door | | Installed screw into door A/C OK for RTS. |
| DATE: 9/18/09 | DATE: 9/18/09 | TACH TIME: 1758.8 |
| I.P. NAME & #: BARRY 435 | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Arrest/Door Handle is loose. | | RTR door handle nut plates w/ new handle ops & escod no further defects noted. |
| DATE: 09/19/2009 | | DATE: 9/19/09 TACH TIME: 1762.6 |
| I.P. NAME & #: Van Biele #445 | | SIGNATURE; & #: [REDACTED] |
| 2. Lmag - 0 on ramp Rmag - 200 on ramp | | Removed ignition switch PIN 688-178 (10-357000-1) & installed same PIN side HO2S & engine performed ops & checked & found to be OK |
| DATE: 9/22/09 | | DATE: 9/22/09 TACH TIME: 1762.6 |
| I.P. NAME & #: Schender 165 | | SIGNATURE; & #: [REDACTED] |
| 3. Propeller only produces 2529 RPM on take off. | | adjusted prop governor and left to 2650 static RPM & performed ops & checked no defects noted |
| DATE: 09-30-2009 | | DATE: 9/30/09 TACH TIME: 1775.2 |
| I.P. NAME & #: Brackner 175 | | SIGNATURE; & #: [REDACTED] |
| 4. Map Fluctuating between 0 + 60 cockpit lights dimming... | | Removed engine cobb & mag alt. ago. found the alt. belt loose. Re-tightened belt. Performed operational check. Alt. checked good. Alt. returned to service |
| DATE: 10-08-2009 | | DATE: 08/08/09 TACH TIME: 1805.4 |
| I.P. NAME & #: Fl-din Jay | | SIGNATURE; & #: [REDACTED] |
| 5. Manifold Pressure instrument needle vibrates erratically at high power settings | | Performed static run-up to check MAP gauge operation. Needle found to be vibrating slightly but indicating correctly. MAP gauge found to be in serviceable condition. OPSV good. NO further defects noted. |
| DATE: 10-08-2009 | | DATE: 10/08/09 TACH TIME: 1807.0 |
| I.P. NAME & #: NACHOD 193 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA 28R | 44137 | N712FR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. No brake pressure on copilot side; parking brake gets stuck. | | Removed & Replaced left copilot master cylinder. Bled both left and right brakes. No defects noted. |
| DATE: 10-13-2009 | | DATE: 10/13/09 TACH TIME: 1825.3 |
| I.P. NAME & #: Okunobun 4321 | | SIGNATURE; & #: [REDACTED] |
| 2. Engine back fire popping sound. | | Ran engine, allowed to reach operating temps, performed burn-off and checked, idle, mixture, mag, and general performance, ops & good. No further defects noted. |
| DATE: 10-14-09 | | DATE: 10/14/09 TACH TIME: 1829.1 |
| I.P. NAME & #: BARRY 435 | | SIGNATURE; & #: [REDACTED] |
| 3. Fire extinguisher seal Broken, the Yellow Seal/Tag. | | Replaced seal w/ new. ops & good. No further defects noted. |
| DATE: 10-14-09 | | DATE: 10/14/09 TACH TIME: 1829.1 |
| I.P. NAME & #: Safarik | | SIGNATURE; & #: [REDACTED] |
| 4. oil leak(?) trailing from aft fuselage (by foot step) all the way to tail tie down. oil/grease trailing from oil door on cowling as well, please | | Placed A/C and jacks. Inspected head, put jack for leaks. Checked all B.D. units for security. Replaced loose oil stick with new. Performed tops check with no defects or leaks noted. Cleaned stain from oil spot. |
| DATE: 10-20-2009 | | DATE: 10-20-09 TACH TIME: 1839.5 |
| I.P. NAME & #: Ofitama 4321 | | SIGNATURE; & #: [REDACTED] |
| 5. Top 430 screen - display almost unreadable. MFD - very dim - dimmer switch inop. | | Found contrast display/contrast set to manual and out of adjustment. Set to Auto and automatically reset, screen now clear. MFD dimmer switch was pushed in which does not allow adjustment, pulled out knob and adjusted. |
| DATE: 10-21-09 | | DATE: 10/21/09 TACH TIME: 1839.6 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 4844/37 | N712BR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. <u>Flap overspeed</u> JHS | | Inspected aircraft for flap overspeed. No damage noted to aircraft. |
| DATE: 10/22/09 | | DATE: 22 Oct 09 TACH TIME: 1848.1 |
| I.P. NAME & #: Schenker 165 | | SIGNATURE; & #: [REDACTED] |
| 2. Pilot side defroster pipe broken off manifold - damaged as per MX request | | REPLACED BOTTOM HALF CABIN HEAT SHROUD W/ REPAIRS w/ P009 07125 |
| DATE: 10-23-2009 | | DATE: 10-23-09 TACH TIME: 1852.4 |
| I.P. NAME & #: Trehaney 359 | | SIGNATURE; & #: [REDACTED] |
| 3. Test Button ^{Button} for VAC, AH, oil not working. MX requested downing A/C | | Cleared press to test by they with correct cleard and rechecked operation. Pilot ops check press to test good. |
| DATE: 11/2/09 | | DATE: 11/2/09 TACH TIME: 1883.2 |
| I.P. NAME & #: Diaz 487 | | SIGNATURE; & #: [REDACTED] |
| 4. test Button for VAC, AH, oil not working: mx requested downing A/C | | After research, Found MM to say Press to test will not work on the ground w/ master on. Engine must be on. A/C is OK for R.T.S. |
| DATE: 11/3/09 | | DATE: 11/3/09 TACH TIME: 1884.1 |
| I.P. NAME & #: Peron, Andrea | | SIGNATURE; & #: [REDACTED] |
| 5. LOCK FOR MAIN DOOR DOES NOT LOCK DOOR. SEEMS JUST TO SPIN | | Removed original door lock assembly with new lock. Ops check good. |
| DATE: 11/23/09 | | DATE: 11/23/09 TACH TIME: 1943.1 |
| I.P. NAME & #: SPAGNOLLI, 450 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|--|---------------------|
| PA 28R | 2844137 | N712ER |
| PA DISCREPANCY | CORRECTIVE ACTION | |
| 1. Flap overspeed by 10KTS | Inspected the flap system for damage from overspeed. No damage noted to aircraft. A/c returned to service. | |
| DATE: 12/2/09 | DATE: 02 Dec 09 TACH TIME: 1949.1 | |
| I.P. NAME & #: R. Lennon 235 | SIGNATURE; & #: [REDACTED] | |
| 2. Hard Landing during power off 180 | Insp Gear, wing attach and eng mount no faults noted. Performed gear checks, OK | |
| DATE: 12/9/09 | DATE: 12-9-09 TACH TIME: 1966.9 | |
| I.P. NAME & #: Billon 375 | SIGNATURE; & #: [REDACTED] | |
| 3. Turn Coordinator ERRATIC. Direction OK, will not show proper rate | Removed and Replaced Turn Coordinator w/ new opschweck. good | |
| DATE: 12/12/09 | DATE: 12/14/09 TACH TIME: 1974.3 | |
| I.P. NAME & #: Schenker 165 | SIGNATURE; & #: [REDACTED] | |
| 4. High oil pressure red line at full power on climb out. Oil pressure still high in yellow arc when MA reduced to 20". Only drops below high yellow arc when prop RPM is reduced. | Adjusted oil pressure relief valve ^{out} 2 flats which indicates oil pressure in yellow at static RPMs. No further defects. | |
| DATE: 12/22/09 | DATE: 12/22/09 TACH TIME: 1988.4 | |
| I.P. NAME & #: Emers 369 | SIGNATURE; & #: [REDACTED] | |
| 5. Chord shaving on the LT main gear tire | Replaced the left main tire A/c returned to service. | |
| DATE: 12-23-09 | DATE: 24 Dec 09 TACH TIME: 1989.3 | |
| I.P. NAME & #: Yoshimoto 260 | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PAZBR | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Alternator light of Annunciator does not light up when tested | | Performed operational check, injected all lights. Operated pres-to-test 50-60 times. No defects noted. A/C returned to service. |
| DATE: 01-12-10 | | DATE: 12 Jan 10 TACH TIME: 2008.6 |
| I.P. NAME & #: MO 323 | | SIGNATURE; & #: [REDACTED] |
| 2. ADSB is not working the set buttons won't respond to input. Reset the Avionics master and turn off MX20 and still inop | | Replaced MX20 Reset systems, TRAFFIC ops check good. no defects noted |
| DATE: 01-14-10 | | DATE: 1/14/10 TACH TIME: 2008.1 |
| I.P. NAME & #: BARKER 013 | | SIGNATURE; & #: [REDACTED] |
| 3. transponder indicating - 400ft reported by Ormond A/C | | Performed transponder ops check IAW FAR 91.411 & ABT 43 APAX (E)(2) AF. NO defects noted |
| DATE: 01-14-10 | | DATE: 1/14/10 TACH TIME: 2008.1 |
| I.P. NAME & #: BARKER 013 | | SIGNATURE; & #: [REDACTED] |
| 4. Landing light inop. P. LOT Told us, but did not write up. | | Found bad ground wire. Replaced wire & operational check was good. A/C returned to service. |
| DATE: 15 Jan 10 | | DATE: 15 Jan 10 TACH TIME: 2008.0 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 5. baggage key broke. part of key still in (key) lock. | | Pulled out piece of key inside lock with a pick and replaced broken key with a spare one. Ops check good. No further defects noted. |
| DATE: 1/22/10 | | DATE: 1/22/10 TACH TIME: 2008.9 |
| I.P. NAME & #: Greenfield 113 | | SIGNATURE; & #: [REDACTED] NICANCASTANO |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R-201 | 2844134 | N712LR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Oil door fell off in flight | | Replaced the oil door assembly with service part. A/C returned to service. |
| DATE: 2-1-10 | | DATE: 01 Feb 10 TACH TIME: 2039.9 |
| I.P. NAME & #: Kiah 274 | | SIGNATURE; & #: [REDACTED] |
| 2. ① Oil Temp gauge rapidly moving between 100° & 160° during first 10 mins flight. ② Landing lights covers 20° to the right | | ① Perform oil engine run up for oil pressure, clean out temp probe terminals, operation check good. ② Repositioned landing light. A/C returned to service. |
| DATE: 2-16-10 | | DATE: 17 Feb 10 TACH TIME: 2065.9 |
| I.P. NAME & #: Reardon 137 | | SIGNATURE; & #: [REDACTED] |
| 3. When locking airplane door the lock tumbler came out | | REINSTALLED DOOR LOCK TUMBLER & SECURED, O/S GOOD. |
| DATE: 2/20/2011 | | DATE: 2/21/11 TACH TIME: 2071.3 |
| I.P. NAME & #: Vlet 118 | | SIGNATURE; & #: [REDACTED] |
| 4. ALT Annunciator was out half way through flight. | | Ran A/C @ various power settings and loads to verify charging system operation. OPS ✓ good. no defects were noted. |
| DATE: @ 3/4/2010 | | DATE: 3/4/2010 TACH TIME: 2100.3 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 5. ALT Annunciator wasn't working while tested for 1st half of flight. Started working for rest of flight. Tried to swap bulbs, both they are fine. | | Ran A/C. Annunciator was working fine at all power settings. Turned on when suppose to. No further defects noted. |
| DATE: 03/05/2010 | | DATE: 3/5/10 TACH TIME: 2104.4 |
| I.P. NAME & #: Emers | | SIGNATURE; & #: [REDACTED] JUAN CASTANO |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. ALT annunciator inop. Bulb is fine. | | Removed & replaced annunciator panel with serviceable assembly ops check good |
| DATE: 03-30-2010 | | DATE: 3/30/10 TACH TIME: 2158.4 |
| I.P. NAME & #: Okumura #301 | | SIGNATURE; & #: [REDACTED] |
| 2. Landing light inop. | | Repaired connector and performed operational check. ops is good. No further defects noted. |
| DATE: 4/1/10 | | DATE: 4/1/2010 TACH TIME: 2168.1 |
| I.P. NAME & #: Yoshimoto, S 302 | | SIGNATURE; & #: [REDACTED] |
| 3. Landing light inop. | | R+R landing light w/ new. ops is good. No further defects noted. |
| DATE: 4/3/10 | | DATE: 4/14/2010 TACH TIME: 2175.4 |
| I.P. NAME & #: Kaprocki 269 | | SIGNATURE; & #: [REDACTED] |
| 4. Right fuel tank vent line is broken off. Only about 1/4" is left showing. | | Removed and replaced vent tube with new part. No further defects noted. |
| DATE: 04-05-2010 | | DATE: 4/5/10 TACH TIME: 2176.4 |
| I.P. NAME & #: Van Brink #451 | | SIGNATURE; & #: [REDACTED] |
| 5. Abnormal noise heard from nose gear while taxi from pilot side please inspect (knocking noise) | | Found left upper engine mount loose. Re-torqued engine mount and overall ops check good. |
| DATE: 4/10/10 | | DATE: 4/10/2010 TACH TIME: 2178.3 |
| I.P. NAME & #: Jones | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|--|
| PT 20R | 28-41137 | N712TR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. FCF Due for Eng CHANGE | | FCF Complete. No abnormalities Observed. |
| DATE: 16 APR 10 | DATE: 4/16/10 | TACH TIME: 2200.1 |
| I.P. NAME & #: MAINT. | SIGNATURE; & #: [REDACTED] | 182 |
| 2. oil pressure above red line high with full power. | | Adjusted oil pressure regulator. Oil pressure within limits. No further detects noted. |
| DATE: 4/16/10 | DATE: 4/16/10 | TACH TIME: 2200.4 |
| I.P. NAME & #: Kurir 050 | SIGNATURE; & #: [REDACTED] | JUAN CASTANO |
| 3. Alt failure Damps & light on Reset - no change | | T-Stat system. Found brush block assembly had broken wire. Removed and replaced brush block assembly with new. Ops check good. |
| DATE: 04/21/2010 | DATE: 4/21/10 | TACH TIME: 2218.7 |
| I.P. NAME & #: Huston 105 | SIGNATURE; & #: [REDACTED] | KURT GIBSON CRS |
| 4. Placid Covering Power Quadrant is split next to Mixture. | | Glued piece back together. No further detects noted. |
| DATE: 04-22-2010 | DATE: 4/22/10 | TACH TIME: 2219.1 |
| I.P. NAME & #: Ken Brink #451 | SIGNATURE; & #: [REDACTED] | JUAN CASTANO CRS |
| 5. Engine running very rough @ low RPM's w/ mixture in various configurations. Mild back fire while power @ idle. | | Replaced the #1 induction O-ring. Performed engine run-up for operational check. Operational check good. Alt returned to service. |
| DATE: 4-30-2010 | DATE: 30 APR 10 | TACH TIME: 2240.5 |
| I.P. NAME & #: R. Lennon #235 | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 2844137 | N 712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. During return leg of flight IP observed O1 door to pop open. Upon post flight inspection found two rivets to have worn completely through O1 door. | | Removed Broken rivets and reinstalled screws w/ self locking nuts. Ops check good. |
| DATE: 03-05-2010 | | DATE: 5/4/10 TACH TIME: 2248.0 |
| I.P. NAME & #: Van Brink #47 | | SIGNATURE; & #: [Redacted] DANIEL STINE LI CRS [Redacted] |
| 2. Left main gear strut collapsed. Downed per MX. | | Re-seated the left main strut DAW Piper PA28 R main manual #32-10-00 + service with MIL-H-5606 + nitrogen + checked good. |
| DATE: 05-22-2010 | | DATE: 5/23/10 TACH TIME: 2303.8 |
| I.P. NAME & #: Latmini #311 | | SIGNATURE; & #: [Redacted] |
| 3. Key broke when attempting to lock cabin, Tumbler clear of debris. (Lock, key was already bent, I swear I didn't do it hard) | | Installed serviceable door lock. Ops check good. no defects noted. further |
| DATE: 5-28-2010 | | DATE: 5/28/2010 TACH TIME: 2300.2 |
| I.P. NAME & #: Michon 305 | | SIGNATURE; & #: [Redacted] JAMES BRANAM CRS [Redacted] |
| 4. RML9 TIRE FLAT APOW PULLING ONTO C17 FROM HANGAR | | Remove + replace RML6 wheel assembly with serviceable build up |
| DATE: 6 JUNE 10 | | DATE: 6/1/10 TACH TIME: 2300.2 |
| I.P. NAME & #: CAT FMC | | SIGNATURE; & #: [Redacted] |
| 5. exceeded VFE + 3kts | | Performed flap overspeed inspection to check for defects None found- NO further defects noted. |
| DATE: 06-03-2010 | | DATE: 6/3/10 TACH TIME: 2303.2 |
| I.P. NAME & #: Okujama #32 | | SIGNATURE; & #: [Redacted] JAMES BRANAM CRS [Redacted] |

CRS N3XF816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 44137 | N 712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Landing light inop. | | Removed & replaced the landing light with a new GE4502 lamp ops v good All work done PA28R PA28R |
| DATE: 6/7/10 | | DATE: 6/7/10 TACH TIME: 2327.0 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |
| 2. left side PTT button hard to press | | Cleaned pilot PTT contact cleaner. ops checked good |
| DATE: 6/12/10 | | DATE: 6/12/10 TACH TIME: 2347.9 |
| I.P. NAME & #: Thomas 461 | | SIGNATURE; & #: [REDACTED] |
| 3. Oil Door missing | | Installed new oil door assembly ops checked good 4/2/11 |
| DATE: 6/21/10 | | DATE: 6/21/10 TACH TIME: 2347 2359.7 |
| I.P. NAME & #: H. Okamoto | | SIGNATURE; & #: [REDACTED] |
| Oil door missing | | Pilot wrote up duplicate discrepancy refer to item #3 above |
| DATE: | | DATE: 6/21/10 TACH TIME: 2359.7 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 5. ① Heading Indicator progressing ~10° every 5-10min ② Pilot PTT works 50% of time | | 1) Performed operational check of DG ops checked good. Found compass not level in bubble possibly causing heading errors. adjusted compass 2) Removed & replaced left PTT with new PTT |
| DATE: 6/26 | | DATE: 6/27/10 TACH TIME: 2375.0 |
| I.P. NAME & #: Billon 345 | | SIGNATURE; & #: [REDACTED] |

DAVID OBER
CHS NSAT 101

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|---|---|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Stabilator is loose. | | <p>Inspected stabilator hinge pivot points. Installed new nuts & bolts. Tightened all hinge joints & torque. Saw PA28R maintenance tag.</p> |
| DATE: 6-28-10 | DATE: 6/28/10 TACH TIME: 235.0 | |
| I.P. NAME & #: MAYNARD #431 | SIGNATURE; & #: [REDACTED] | |
| 2. Hydraulic leakage left main actuator | | <p>REPLACED ACTUATOR W/ NEW OPERATIONAL CHECK GOOD NO LEAKS NOTED</p> <p>W/O 2010 03837</p> |
| DATE: 07-06-2010 | DATE: 7-6-10 TACH TIME: 2397.9 | |
| I.P. NAME & #: Latmini #311 | SIGNATURE; & #: [REDACTED] BLAIR DRIEMER CRS | |
| 3. ① Engine idle very rough, about +/- 250 RPM. ② Gov Check drop of 700 RPM. | | <p>① Conducted bench test. Groundrun engine, idle was normal @ 800 RPM. ② Conducted governor check, all indications were normal.</p> |
| DATE: 7-7-10 | DATE: 7-7-2010 TACH TIME: 2393.1 | |
| I.P. NAME & #: Reardon 137 | SIGNATURE; & #: [REDACTED] | |
| 4. Pilot Side PTT button inop | | <p>Operational check of PTT buttons fine. No problems noted</p> |
| DATE: 07-08-2010 | DATE: 7-8-10 TACH TIME: 2396.5 | |
| I.P. NAME & #: Thomas 461 | SIGNATURE; & #: [REDACTED] DANIEL STINELLI CRS | |
| 5. overspeed flaps (10° at 107 for 4 sec) | | <p>Inspected flaps for security operation and defects. No discrepancies noted. A/C OK for EIS-</p> |
| DATE: 7/8/10 | DATE: 7/9/10 TACH TIME: 2398.7 | |
| I.P. NAME & #: Greenfield 113 | SIGNATURE; & #: [REDACTED] DANIEL STINELLI CRS | |

DAVID OBER
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------|--|
| PA29R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Pilot & Copilot Brakes Spongy | | Performed taxi test as applicable. Brakes checked good. Let aircraft sit & recheck - ops del. good |
| DATE: 7/13/10 | | DATE: 7/13/10 TACH TIME: 24085 |
| I.P. NAME & #: | | SIGNATURE; & #: |
| 2. Loud squeal heard at high power settings while receiving transmissions or extending/retracting landing gear | | Inspected the comm system, both with a mic & headset. Also with & without the engine running. Could be the Pilot's headset. Operational check of both comms checked good. A/C returned to service. |
| DATE: 7-30-10 | | DATE: 30/Jul/10 TACH TIME: 2424.2 |
| I.P. NAME & #: | MAYNARD | SIGNATURE; & #: |
| 3. same as above, but noise is continuous @ high power settings on grd + in air. (not w/ gear changing) | | Performed ops check at high power settings, no noise (squeal) was noted. Ops check good. No further defects noted. SANJIV BIRSEN CRS |
| DATE: 7/30-10 | | DATE: 7-30-2010 TACH TIME: 24280 |
| I.P. NAME & #: | Greenfield 113 | SIGNATURE; & #: |
| 4. ② copilot side brakes spongy. ③ MX-20 turned off then on & was dimming continuously in flt. (amps didn't charge) | | ② Checked brake pedals, pedals operated normally. no sponginess noted. SANJIV BIRSEN CRS |
| DATE: 7-30-10 | | DATE: 7-30-2010 TACH TIME: 24280 |
| I.P. NAME & #: | Greenfield 113 | SIGNATURE; & #: |
| 5. ④ Avionics failed completely after landing. Required H gun signals. Avionics came on & off numerous times after failure. | | ④ Inspected and tested. Found battery to be completely dead. Replaced battery with new and ops checked system during 30 min run. No failures. all charged normally and. SANJIV BIRSEN CRS |
| DATE: 7-30-10 | | DATE: 7-30-2010 TACH TIME: 24280 |
| I.P. NAME & #: | Greenfield 113 | SIGNATURE; & #: |

no further
defects noted
- 57 -

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| RA-28R | 28-44137 | N712GA |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. High pitch sound during cruise It stops when ALT is off position. | | Adjusted comm 1 & comm 2 Squelch. OPS checked good |
| DATE: 08-02-2010 | | DATE: 8/21/10 TACH TIME: 2430.6 |
| I.P. NAME & #: Kam. C #191 | | SIGNATURE; & #: [REDACTED] |
| 2. High pitch sound while ALT is on & power is up around/above 17" & up. ^{Hth} Write up! | | TSHOT and found alternator was not fault. Replaced it Replaced alternator with overhauled parts. Tightened 2 loose grounds. Ran Alt and found that squealing noise was no longer present. OPS / good. No further defects noted. |
| DATE: 8-6-10 | | DATE: 8/6/10 TACH TIME: 2234.9 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |
| 3. Hard landing | | Condensed hard landing inspect. No defects noted. |
| DATE: 8/18/10 | | DATE: 8-18-2010 TACH TIME: 2446.3 |
| I.P. NAME & #: Greenfield 113 | | SIGNATURE; & #: [REDACTED] |
| 4. Battery feeder CB popped. Pushed in 1x and came back out. | | Replaced Alternator + ramp with no further defects noted. See WO RNS 2010-04620 for details. |
| DATE: 8/27/10 | | DATE: 8/31/10 TACH TIME: 2450.9 |
| I.P. NAME & #: Greenfield 113 | | SIGNATURE; & #: [REDACTED] |
| 5. Landing light out | | RR landing light window. OPS / good. No further defects noted. |
| DATE: 9/1/10 | | DATE: 9/1/10 TACH TIME: 2452.3 |
| I.P. NAME & #: Okamoto 291 | | SIGNATURE; & #: [REDACTED] |

JAMES BRANN
CRS

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| RA25R | 28-4437 | 11712R |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Mag compass inaccurate by anywhere from 20° to 50°. - Showing 300° on the ramp (should be 250°).</p> | | <p>Replaced mag compass & cleaned system of magnetic interference w/ degaussing. performed compass swing with eight compass. connected compass card. No defects noted.</p> |
| DATE: 09-02-2010 | | DATE: 9/03/10 TACH TIME: 2453.7. |
| I.P. NAME & #: Lesnidi 296 | | SIGNATURE; & #: [REDACTED] |
| <p>2. Fuel selector knob was pulled out (out along the shaft) It may be missing a nut/screw.</p> | | <p>Disassembled fuel selector knob using new screw & lock washer secured. Ops U selector card. All work done.</p> |
| DATE: 9/25/2010 | | DATE: 9/26/10 TACH TIME: 2477.8 |
| I.P. NAME & #: Yoshizawa 260 | | SIGNATURE; & #: [REDACTED] |
| <p>3. CO Detector "Caution". IP + student felt light headed followed by headache. Noticed detector in flight.</p> | | <p>Inspected and use CO detector sniffer. No CO noted in test. Replaced card with new. See W/O 2010 05563 for details.</p> |
| DATE: 10-13-2010 | | DATE: 10-13-2010 TACH TIME: 2490.0 |
| I.P. NAME & #: Random 137 | | SIGNATURE; & #: [REDACTED] |
| <p>4. Nose wheel hit hard during landing.</p> | | <p>Conducted hard landing inspection. Ops check good no further defects noted.</p> |
| DATE: 10/14/10 | | DATE: 10-14-2010 TACH TIME: 2490.0 |
| I.P. NAME & #: Ingerson 45d | | SIGNATURE; & #: [REDACTED] |
| <p>5. Left right main landing gear position light is out, needs new bulb.</p> | | <p>Replaced the bulb PLN 68330. Operation check good. A/C returned to service.</p> |
| DATE: 10/19/2010 | | DATE: 10-19-10 TACH TIME: 2499.3 |
| I.P. NAME & #: Kiah 274 | | SIGNATURE; & #: [REDACTED] |

DAVID OBER

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA-28R | 28-44137 | N 712 EL |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Co pilot Brakes are very very Bad for Stopping | | Bled brakes and serviced the reservoir with fluid. Operation check good. A/C returned to service |
| DATE: 11/1/2010 | | DATE: 02 Nov 10 TACH TIME: 2510.6 |
| I.P. NAME & #: BARKER 013 | | SIGNATURE; & #: [REDACTED] |
| 2. Cabin door key broken | | Unlocked cabin door. Operation key is good. Key flying aircraft tail end of day and then will change lock assembly. A/C returned to service |
| DATE: | | DATE: 15 Nov 10 TACH TIME: 2522.6 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 3. After Take off Heard gear pump In back come on 30 sec after gear was up. Red light came on IP Put gear down. Got 3 green + Returned to daytime | | Replaced Short L-Line A p-pak + serviced Returned to Service |
| DATE: # 12-1-10 ^{IP} phost 831 419 4756 | | DATE: 10/1/10 TACH TIME: 2544.4 |
| I.P. NAME & #: Maggi, Roy 402 | | SIGNATURE; & #: [REDACTED] |
| 4. Hydraulic fluid discovered on carrier hook a by hydr. pump | | Inspected the power pack for leaks none noted. Checked security of all fluid lines, checked good. Check fluid level, OK full. Cleared fluid from belly & inside of aircraft. A/C returned to service |
| DATE: 12-2-10 | | DATE: 02 Nov 10 TACH TIME: 2544.5 |
| I.P. NAME & #: Reardon 137 | | SIGNATURE; & #: [REDACTED] |
| 5. Excessive Precession on DG | | Performed full test, OPS good. No A/C defects noted. |
| DATE: 12-4-10 | | DATE: 12/4/10 TACH TIME: 2552.1 |
| I.P. NAME & #: V. Fabiano / 1470 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. GEAR UP OVERSPEEDS BY 10KTS | | Inspected the gear and surrounding areas. No damage noted. A/c returned to service. |
| DATE: 12-07-2010 | | DATE: 07/11/10 TACH TIME: 2558.8 |
| I.P. NAME & #: G. DEWINDT 252 | | SIGNATURE; & #: [REDACTED] |
| 2. Prop lever extremely stiff. Friction lock set as loose as possible. Throttle and mixture normal. | | Cleared + lubed prop control arm at governor. Oils changed. |
| DATE: 12/11/10 | | DATE: 12/11/10 TACH TIME: 2568.7 |
| I.P. NAME & #: Richard, 400 | | SIGNATURE; & #: [REDACTED] |
| 3. R. MAIN MAIN GEAR ACTUATOR LEAKING | | Inspected and cleaned. Tightened fittings on actuator. Oils checked and no further defects noted. |
| DATE: 1/4/11 | | DATE: 1/4/2011 TACH TIME: 2584.5 |
| I.P. NAME & #: CAFFRY 070 | | SIGNATURE; & #: [REDACTED] |
| 4. Baggage 'key' broken when student received clipboard | | Found spare key for baggage door. Oils visual. No further defects noted. |
| DATE: 1/13/11 | | DATE: 1/13/11 TACH TIME: 2593.5 |
| I.P. NAME & #: Waller 364 | | SIGNATURE; & #: [REDACTED] |
| 5. OIL PRESSURE 90-100PSI ENGINE ROUGHNESS AT IDLE | | Started engine and allowed oil to warm up to operating temp. once oil was warmed. No high oil pressure noted. A/c returned to service. |
| DATE: 2-15-2011 | | DATE: 2-15-11 TACH TIME: 2634.6 |
| I.P. NAME & #: YEBOUKIS 294 | | SIGNATURE; & #: [REDACTED] DANIEL STINELLI CRS [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|-----------------------------------|---|
| PA28R | 284437 | N 712RZ |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. ① Hard landing ② Heading indicator progresses 30° in 15 min throughout flight | | 1) Performed hard landing inspection. No defects noted. 2) Performed A/C. Found heading indicator within limits. No defects noted. |
| DATE: 2/17/11 | DATE: 2/17/11 TACH TIME: 2643.7 | |
| I.P. NAME & #: Billon | SIGNATURE; & #: [REDACTED] | |
| 2. Oil Pressure in the Red on T/O | | Ran A/C and allowed engine to reach operating temps. Performed static-run up ops ✓ good. No further defects noted. |
| DATE: 02-25-2011 | DATE: 2/25/11 TACH TIME: 26513 | |
| I.P. NAME & #: Riley 212 | SIGNATURE; & #: [REDACTED] | |
| 3. Landing light inop | | Remove & replace landing light w/ new bulb ops check good |
| DATE: 3/9/11 | DATE: 3/9/11 TACH TIME: 2668.0 | |
| I.P. NAME & #: Day 360. | SIGNATURE; & #: [REDACTED] | |
| 4. Landing Light inop. | | Repaired wiring to connector at firewall. Operational check good. A/C returned to service. |
| DATE: 11 MAR 11 | DATE: 11 MAR 11 TACH TIME: 2670.7 | |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |
| 5. DURING RUNDUP STUDENT SWITCHED THE IGN. TO OFF. RPM DROPPED APPROX 1300RPM. BEFORE STUDENT TURNED TO BOTH. EXCESSIVE SHUDDER & BACKFIRE STAGED STARTER FOR 1.25 SEC | | Inspected for damage from in-propr grounding + found reengagement clips on bly wheel servos. No other damage. |
| DATE: 03-21-11 | DATE: 3/21/11 TACH TIME: 2685.0 | |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA 28 | 2844137 | N71ZER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Fire shield on oil line is damaged. | | Installed new section of fire sleeve on engine oil hose and secured with high temp rated zip ties. A/R/SOK for RTG- |
| DATE: 3/22/11 | | DATE: 3/22/11 TACH TIME: 2685.0 |
| I.P. NAME & #: Cairns 057 | | SIGNATURE; & #: [REDACTED] |
| 2. During governor check, the RPM never returned to 2000 RPM, was stuck at 1900. Increased throttle slightly and gauge jumped up to 2200. No obvious audible jump. Probably a gauge problem. | | Cleared tach cable, performed engine run-up. Operational check of governor. Decided good. At 2000 RPM, governor set to 1800 RPM. 22" MAT. Engine held at 1800 RPM. Governor RPMs back to 22" MAT. Prop low to full operation RPMs returned to 2000. Operational check good. |
| DATE: 4/11/11 | | DATE: 11 APR 11 TACH TIME: 2718.7 |
| I.P. NAME & #: Richard 400 | | SIGNATURE; & #: [REDACTED] |
| 3. During run up oil was in the red. Tried a couple times to run it up and cycle prop but no change | | Adjusted oil pressure relief valve. Oil pressure now within limits |
| DATE: 4-13-11 | | DATE: 4/18/11 TACH TIME: 2721.8 |
| I.P. NAME & #: Sutherland 219 | | SIGNATURE; & #: [REDACTED] |
| 4. LEFT MIC SWITCH INTERMITTENT. MOSTLY DID NOT WORK. | | Cleared left PTT, headphones and mic jacks. ✓ Good. No further defects noted. |
| DATE: 04-26-2011 | | DATE: 4/26/11 TACH TIME: 2752.2 |
| I.P. NAME & #: DESROCHES | | SIGNATURE; & #: [REDACTED] |
| 5. Hydraulic fluid leak Right main gear | | Installed new actuator. Serviced post. pack. Performed operational check. No leaks noted |
| DATE: 4/28/11 | | DATE: 04/28/11 TACH TIME: 2757.0 |
| I.P. NAME & #: Kornberg | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

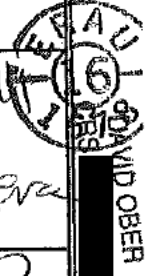
| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Right mag showed no observable drop during run-up</p> | | <p>Removed top cowling & inspected the P-leads. No defects noted. Performed engine run-up of operational check of mag. Both mag's had 50-75 drop. Operational check good. Reinst. cowling. MCC noted the run-up.</p> |
| DATE: 5-2-11 | | DATE: 02/11/11 TACH TIME: 3758.7 |
| I.P. NAME & #: Kiah 274 | | SIGNATURE; & #: [REDACTED] |
| <p>2. No drop on @ mag. Same as above. at temp normal mag diff of 175</p> | | <p>Found right mag not timed to engine correctly. Retimed right mag to engine. OPS check good.</p> |
| DATE: 5-3-11 | | DATE: 5/3/11 TACH TIME: 2760.2 |
| I.P. NAME & #: Leonard 137 | | SIGNATURE; & #: [REDACTED] |
| <p>3. DG processes +20° in 10 min</p> | | <p>Taxi tested aircraft and monitored DG during taxi test for any processing note noted. OPS check DG good.</p> |
| DATE: 5-5-11 | | DATE: 5/5/11 TACH TIME: 2771.3 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |
| <p>4. Yokes need lube</p> | | <p>Lubed both yoke shafts as required.</p> |
| DATE: 5-5-11 | | DATE: 5/5/11 TACH TIME: 2771.3 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |
| <p>5. Left PTT switch intermittent</p> | | <p>Removed and replaced the pilot's side PTT switch I.A.W Piper Ann 23. Performed ops check of pilot's side PTT, ops check good.</p> |
| DATE: 5-5-11 | | DATE: 5/5/11 TACH TIME: 2771.3 |
| I.P. NAME & #: MAYNARD 431 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 2844137 | N7128R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Yoke stiff (Ailerons) | | See RFS W.O. 2/11/11 0255 for details of work accomplished on aileron system |
| DATE: 5/11/11 | | DATE: 5/11/11 TACH TIME: 216.2 |
| I.P. NAME & #: Richard, 400 | | SIGNATURE; & #: [REDACTED] |
| 2. Landing light inoperative | | Removed & replaced the landing light with a new GE430 lamp per 2 serv. All work done IAW Piper PA28R manual |
| DATE: 6/3/11 | | DATE: 6/4/11 TACH TIME: 2007.6 |
| I.P. NAME & #: C. Freeman | | SIGNATURE; & #: [REDACTED] |
| 3. Broken Door Key | | Installed new key, from spare key set, and performed ops check of key, ops check good. |
| DATE: 06-04-11 | | DATE: 6/4/11 TACH TIME: 2008.8 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| 4. GPS Database out of date. (Still reads 06-02-11) | | Found only the #2 GNS 430 to be out of date, updated the new database IAW Garmin Manual for the PA28R, and checked for correct date, date checks good. |
| DATE: 06-04-11 | | DATE: 6/4/11 TACH TIME: 2008.8 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| 5. Left Gear Indicator Light out | | Removed and replaced left main landing gear bolt w/ new ops check good A/C Bolt for RFS |
| DATE: 6-6-11 | | DATE: 6-6-11 TACH TIME: 2810.0 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |



DANIEL STINELL
CRS

DISCREPANCY RECORD

R - RECHECK & REMARK


S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28K20 | 28-44137 | N7123C |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Loss of hydraulic pressure on right brake on DAB landing. IP had to pump brakes for any stopping. No hydraulic fluid during post flight.</p> | | <p>Inspected the brake lines & fittings for any leaks, none noted. Bled the left & right master cylinders at pedals. Serviced the reservoir with 5206 fluid. A/c returned to service.</p> |
| DATE: 06-07-11 | | DATE: 07 Jun 11 TACH TIME: 2811.6 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| <p>2. MX20 System Safety Shutdown System Reset Code 529</p> | | <p>Performed ops check of mx20 - ADSB system. ops check good</p> |
| DATE: 6/11/11 | | DATE: 6/11/11 TACH TIME: 2830.0 |
| I.P. NAME & #: Samartino 220 | | SIGNATURE; & #: [REDACTED] KURT GIBSON |
| <p>3. Mixture Lock sliding under cracked plastic track.</p> | | <p>Removed & replaced throttle quadrant cover with new cover. ops check good</p> |
| DATE: 6/11/11 | | DATE: 6/11/11 TACH TIME: 2830.0 |
| I.P. NAME & #: Samartino 220 | | SIGNATURE; & #: [REDACTED] KURT GIBSON |
| <p>4. Door lock is broken</p> | | <p>Door lock is not broken, just have to use the correct key. Operational check good. A/c returned to service</p> |
| DATE: 6-19-2011 | | DATE: 14 Jun 11 TACH TIME: 2838.1 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] James Ford |
| <p>5. Pilot Side (Left Side) Mic is inoperational</p> | | <p>Cleaned left PTT switch. Performed ops using hand mic and PTT switch. No defects noted. ops v good.</p> |
| DATE: 06-16-11 | | DATE: 6/16/11 TACH TIME: 2842.3 |
| I.P. NAME & #: 06 Hirokimoto #201 | | SIGNATURE; & #: [REDACTED] JAMES BRANAM |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 28-44137 | N712R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. WATER IN THE STATIC SYSTEM VSI INDICATEDS 6001 ROD. DOWN PER MX | | cleared moisture from lines Replaced VSI. performed ops check, FAN PAR 43 appx 200 (c) no defects noted. Jacques DiPhillippe N3XR816N |
| DATE: 6-20-11 | | DATE: 6/20/11 TACH TIME: 2848.3 |
| I.P. NAME & #: COLFERT 070 | | SIGNATURE; & #: [REDACTED] |
| 2. Starter would not disengage. Registered above 40 on ammeter | | Ops of the starter + no defects noted  |
| DATE: 06-23-11 | | DATE: 6/23/11 TACH TIME: 2861.1 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| 3. Prop governor malfunction on the ground. Unable to maintain constant rpm. large fluctuations noticed + 300rpm at any power setting. | | Ran up A/C and performed Prop governor check. All drops within limits and no defects noted. Operational check was good. |
| DATE: 6-23-11 | | DATE: 6/23/11 TACH TIME: 2861.1 |
| I.P. NAME & #: Luethi 293 | | SIGNATURE; & #: [REDACTED] JUAN CASTAÑO CRS |
| 4. starter did not disengage. Reading over 40 amps | | Started Aircraft engine & monitored system amperage. No discrepancies noted All is OK for RT5 |
| DATE: 06-27-11 | | DATE: 6-27-11 TACH TIME: 2868.5 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] DANIEL STINELLI CRS |
| 5. HEADING INDICATOR PRECESSING EXCESSIVELY | | Performed by: [REDACTED] CRS VJual. no further defects noted. |
| DATE: HENDERSON 7-1-2010 | | DATE: 7/1/11 TACH TIME: 0880.7 |
| I.P. NAME & #: HENDERSON #357 | | SIGNATURE; & #: [REDACTED] |

DAVID OBER
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. idle low | | Adjusted idle and mixture for 2000rpm with 20 RPM mixture Rise. OPS Check good. |
| DATE: 07-05-2011 | | DATE: 7/5/11 TACH TIME: 2887.9 |
| I.P. NAME & #: Geiger #316 | | SIGNATURE; & #: [REDACTED] |
| 2. Pilot (left side) PTT inop. | | Cleared pilot side PTT with contact cleared. ops check good |
| DATE: 07-16-2011 | | DATE: 7/16/11 TACH TIME: 2914.2 |
| I.P. NAME & #: Latmini #311 | | SIGNATURE; & #: [REDACTED] |
| 3. Key broke inside cabin door lock | | Installed new Lock Set in Door. |
| DATE: 07-18-2011 | | DATE: 7/18/2011 TACH TIME: 2916.9 |
| I.P. NAME & #: Latmini #311 | | SIGNATURE; & #: [REDACTED] |
| 4. Pilot side PTT inop. | | Performed an operational check of PTT on both sides. No discrepancies noted with PTTs. Operational check good. A/C returned to service. |
| DATE: 7-19-11 | | DATE: 19 July TACH TIME: 2922.2 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] James Ford |
| 5. Pilot side PTT switch intermittent, IP had to make all the calls (S'RO GPHS) | | Found partially broken wire in yoke to be the PTT. Reversed PTT wiring - installed new PTT |
| DATE: 7-18-2011 | | DATE: 7/19/11 TACH TIME: 2924.1 |
| I.P. NAME & #: DESROCHES | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28 | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Strobes / Fin Strobes Inop | | Removed and replaced the fin strobe (301) part 683-524. Performed ops check of ALL strobe lights, operation is check good/no further defects |
| DATE: 7/25 | | DATE: 7/25/11 TACH TIME: 2946.7 |
| I.P. NAME & #: Creighton | | SIGNATURE; & #: [REDACTED] |
| 2. Throttle very stiff when pulled to idle. Tried to adjust with tensioner without improvement | | Label throttle quadrant. ops & good. no further defects noted |
| DATE: 7/28/11 | | DATE: 7/28/11 TACH TIME: 2961.9 |
| I.P. NAME & #: GARNER 306 | | SIGNATURE; & #: [REDACTED] JAMES BRANAM CRS |
| 3. Co pilot vertical seat adjustment will not hold in full up position with weight on seat. | | Adjusted cockpit seat adjuster lever, weight ops & good. no further defects noted |
| DATE: 7/28/11 | | DATE: 7/29/11 TACH TIME: 2961.9 |
| I.P. NAME & #: GARNER 306 | | SIGNATURE; & #: [REDACTED] JAMES BRANAM CRS |
| 4. Flap handle gets stuck when extending to 25° and 40° Button needs to be pressed to extend Doesn't happen when extending to 10° | | Label the flap lever tracks / guides + ops the flaps good All work done by REEF PA28R per [REDACTED] |
| DATE: 7/29/2011 | | DATE: 7/29/11 TACH TIME: 2964.3 |
| I.P. NAME & #: Decady / 052 | | SIGNATURE; & #: [REDACTED] |
| 5. OVERSPEED FLAPS 10° BY 7 hrs | | Checked flaps and surrounding airframe for defects from the overspeed. No defects noted. ops & good. |
| DATE: 8/3/11 | | DATE: 8/3/11 TACH TIME: 2977.0 |
| I.P. NAME & #: Casone 050 | | SIGNATURE; & #: [REDACTED] JAMES BRANAM CRS |

DAVID OBER
CRS

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| DA28L | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. On the ground, RAM needle was sticking intermittently. During runup, taxi, and idlc. Functioned normally in flight | | Cleaned & lubed tach cable and tach cable sheath. Rechecked operational elec. U/S check good |
| DATE: 08-06-11 | | DATE: 8/6/11 TACH TIME: 2977.5 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| 2. With gear handle up Gear worn light steps on, no horn. | | Adjusted up limit stop on nose gear, and up limit switch on RMG, operated & checked good. A/C sor for RTG |
| DATE: 08-15-11 | | DATE: 8/15/11 TACH TIME: 2986.3 |
| I.P. NAME & #: T. Campbell | | SIGNATURE; & #: [REDACTED] |
| 3. Hard flat landing | | Inspected A/C for hard landing. See RMS W/O 2011 04774 for details. A/C sor for RTG |
| DATE: 08-24-11 | | DATE: 8/24/11 TACH TIME: 3008.4 |
| I.P. NAME & #: Rozendal | | SIGNATURE; & #: [REDACTED] DANIEL STINELLI CRS |
| 4. Throttle hard to pull to idlc after last 1/2 inch. Friction lock to most loose. | | Cleaned & lubed throttle cable throttle linkages for servo. U/S check good |
| DATE: 08-31-11 | | DATE: 8/31/11 TACH TIME: 3017.7 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] |
| 5. Braking Diff. During Ground ops. Airplanes steers to the right with same brake pressure applied on both pedals (left B. PAD replaced prior to flight). Also, PARKING BRAKE FEELS LOOSE when engaging. | | Performed taxi test & brake condition. No abnormal procedure + no defect noted. Ops & brakes good. |
| DATE: 08 09-01-2011 | | DATE: 9/1/11 TACH TIME: 3017.7 |
| I.P. NAME & #: Vargas 021 | | SIGNATURE; & #: [REDACTED] |

DAVID UDEN
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| FA28R-201R | 44137 | NF12ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. RPM NEEDLE STICKS ON GROUND WHEN ACCELERATING. ALSO DURING RUNUP, RPM WOULD NOT RETURN TO 2000 RPM WHEN CYCLING PROP (2000 RPM). RPM OBTAINED WAS ALWAYS AT 1400 RPM. | | Performed engineering top's ✓ taken & good. |
| DATE: 09-01-2011 | | DATE: 9/1/11 TACH TIME: 3017.7 |
| I.P. NAME & #: Vargas 1021 | | SIGNATURE; & #: [REDACTED] |
| 2. RPM Needle dropped 1500 RPM for runup, never returned to start position. Same with prop cycle after needle stuck, slight vibration felt. | | REMOVED TACHOMETER, INSTALLED NEW TACHOMETER, PAPER PIN-599-282. |
| DATE: 09-02-2011 | | DATE: 9-7-11 TACH TIME: [REDACTED] |
| I.P. NAME & #: Rowland | | SIGNATURE; & #: [REDACTED] |
| 3. GEAR RETRACTION OVERSPEED (115KTS) | | Inspected landing gear gear train oil and detected noted. All work done per Piper FA28R manual. |
| DATE: 09-20-2011 | | DATE: 9/20/11 TACH TIME: 15.5 |
| I.P. NAME & #: SPAGNOLI 450 | | SIGNATURE; & #: [REDACTED] |
| 4. MAP dropped to 0 during descents from 3000'. Down per MTC. | | Ground run available at multiple power settings. MAP checked good. |
| DATE: 9-27-11 | | DATE: 9/27/11 TACH TIME: 28.1 |
| I.P. NAME & #: Rowland | | SIGNATURE; & #: [REDACTED] KURT GIBSON |
| 5. Landing light out | | Removed & replaced the landing light PLW 1509. Operation checked good. MTC returned to service. |
| DATE: 10/6/11 | | DATE: 06/06/11 TACH TIME: 14.8 James Ford |
| I.P. NAME & #: Maffei #402 | | SIGNATURE; & #: [REDACTED] |

DAVID OBERH
 CRS N3XR816N

DAVID OBERH
 CRS

100
 2PM

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| P288R | 44137 | NT128R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. RIGHT BRAKE FEELS VERY SPONGY PEDAL TRAVELS A LOT FURTHER THAN THE LEFT ONE | | Removed and Replaced R/H brake pads. Bled R/H brake system. Ops check good. AC is ok for RTS |
| DATE: 10-28-2011 | | DATE: 10/28/11 TACH TIME: 87.4 DANIEL STINELLI |
| I.P. NAME & #: Jragnow | | SIGNATURE; & #: [Redacted] CBS |
| 2. Flaps Not Retracting | | Cleared and lubed flap torque tube. Ops check good. AC is ok for RTS |
| DATE: 10-3-2011 | | DATE: 11/3/11 TACH TIME: 96.6 |
| I.P. NAME & #: Thomstatter, M | | SIGNATURE; & #: [Redacted] DANIEL STINELLI |
| 3. HI is not working corrected was stuck | | Verified proper operation. No defects noted. AC is ok for RTS |
| DATE: 11-5-11 | | DATE: 11/7/11 TACH TIME: 96.8 |
| I.P. NAME & #: Barry 435 | | SIGNATURE; & #: [Redacted] DANIEL STINELLI |
| 4. Hard Landing | | inspected landing gear system and substructure for damage. FAA given MW section 321 see w/c 201106689 EAC for work performed. No defects noted |
| DATE: 11/11/11 | | DATE: 11/11/11 TACH TIME: Jacques Ditt Philippe 1133816N |
| I.P. NAME & #: Kornberg | | SIGNATURE; & #: [Redacted] |
| 5. Hard Landing | | OPW hard landing insp. See wo # RTS 2011-06700 for details. No defects noted. |
| DATE: 11/12/11 | | DATE: 11-14-11 TACH TIME: 113.8 |
| I.P. NAME & #: Huff | | SIGNATURE; & #: [Redacted] EROU 22 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Hydraulic fluid on the belly. | | Tightened several fittings on power pack. Serviced hyd. ops + leak check good. No further defects noted. |
| DATE: 11-17-2011 | | DATE: 11/17/11 TACH TIME: 122.9 |
| I.P. NAME & #: Amidei | | SIGNATURE; & #: [REDACTED] |
| 2. DG adjustment knob not turning DG left or right. DG getting stuck during turns. | | Replaced DG w/ overhauled unit - ops v good. No further defects noted. |
| DATE: 11-18-11 | | DATE: 11/18/11 TACH TIME: 123.0 |
| I.P. NAME & #: Rozendou | | SIGNATURE; & #: [REDACTED] JAMES BRANAM CRS [REDACTED] |
| 3. Smoke in cockpit, cabin heater in use, defroster off. | | INSP AIRCRAFT ELECT. & APPLIES FOUND OK. PERFORMED ENGINE Run up & C.O. check - No smoke or C.O. DETECTED. |
| DATE: 11-30-2011 | | DATE: 12/2/11 TACH TIME: 134.4 |
| I.P. NAME & #: L. Carnie | | SIGNATURE; & #: [REDACTED] |
| 4. Hydraulic fluid leaking from left main actuator | | Removed and replaced LMG actuator leak check and ops check good no further defects noted. Aircraft OK for return to service |
| DATE: 12-2-2011 | | DATE: 12/2/11 TACH TIME: 0134.7 |
| I.P. NAME & #: Amidei | | SIGNATURE; & #: [REDACTED] KOREY DICKERSON CRS [REDACTED] |
| 5. RH MAIN GEAR POSITION INDICATOR WOULD NOT TURN ON. SWITCHED BULB WITH OTHER AND WOULD LIGHT UP. | | Put aircraft on jacks. Performed landing gear inspection, and retraction test. Found RMG Indicator light Inop. Removed and replaced RMG Indicator light ops check good no further defects noted. Aircraft ok for return to service |
| DATE: 12-06-2011 | | DATE: 12/6/11 TACH TIME: 0132.0 |
| I.P. NAME & #: Vargas / 021 | | SIGNATURE; & #: [REDACTED] KOREY DICKERSON CRS [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 28-44139 | N7123L |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Exceeded V _{fe} by 5 kt with 10° Position. | | Inspected the flap + surrounding area for any damage from overspeed. No damage noted to aircraft. Aircraft returned to service. |
| DATE: 12-13-2011 | | DATE: 13/Jan TACH TIME: 152.5 |
| I.P. NAME & #: Km - C 191 | | SIGNATURE; & #: [Redacted] James Ford |
| 2. IP overspeeded flaps 2-3 kts - 1/2 seconds | | Inspected flaps and surrounding airframe for defects from flap overspeed. Ops check good no defects noted. |
| DATE: 12-17-2011 | | DATE: 12/17/11 TACH TIME: 0166.7 |
| I.P. NAME & #: HUFF J | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS |
| 3. FAINT ELECTRICAL SMELL THROUGHOUT FLIGHT | | Ground ran aircraft to normal operating temperature. Inspected for unusual smell from under the dash and around the engine cowling. No defects found aircraft OK for return to service. |
| DATE: 12-17-2011 | | DATE: 12/17/11 TACH TIME: 0166.7 |
| I.P. NAME & #: HUFF J | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS |
| 4. RPM DROPPED 900 RPM DURING PROP CHK | | Performed prop governor check ops check good. No defects noted. |
| DATE: 1-5-12 | | DATE: 1/5/11 TACH TIME: 179.0 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |
| 5. Starboard-wing white nav light inop | | Rebuilt + replaced right nav nav light bulb with new |
| DATE: 1-14-12 | | DATE: 1/14/12 TACH TIME: 207.2 |
| I.P. NAME & #: Okamoto, Hiro | | SIGNATURE; & #: [Redacted] KURT GIBSON |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA 28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. LANDING LIGHT BURNED OUT | | Removed and Replaced Landing light. Ops check good no further defects noted. |
| DATE: 01-21-2012 | | DATE: 1/21/12 TACH TIME: 0227.6 |
| I.P. NAME & #: S. BECCARRA | | SIGNATURE; & #: [REDACTED] KOREY DICKERSON CRS [REDACTED] |
| 2. Trying to disengage parking brake, lost all hydraulic pressure and pilot side right pedal snapped forward | | Removed & replaced the pilot's parking brake master cylinder with new. Bled system. Operations check good. A/C returned to service. |
| DATE: 01-24-12 | | DATE: 24 Jan 12 TACH TIME: 0233.5 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [REDACTED] James Ford |
| 3. Firm landing on nose wheel | | Checked landing gear for damage from firm landing. No damage bow. Performed gear retraction/extension test. Ops check good. |
| DATE: 1-28-12 | | DATE: 1/28/12 TACH TIME: 243.4 |
| I.P. NAME & #: V. Fasan / 470 | | SIGNATURE; & #: [REDACTED] KURT GIBSON CRS [REDACTED] |
| 4. BRAKES ON RIGHT SEAT HAVE REDUCED EFFECTIVENESS AND FEEL "SPONGY". AS IT TRIED TO TAKE, PLANE HAD TENDENCY TO TURN LEFT - | | Cleaned left brake caliper, and bled brake system. Ops check good. A/C issued for RTS - |
| DATE: 01-31-2012 | | DATE: 01/31/12 TACH TIME: 248.3 |
| I.P. NAME & #: S. BECCARRA | | SIGNATURE; & #: [REDACTED] DANIEL STELLI CRS [REDACTED] |
| 5. ① FLAP OVERSPEED ② STRONG FUEL SMELL WHEN HEATER ON, TURNED HEATER OFF, FUEL SMELL INTERMITTENT | | 1. Inspected flaps and surrounding airframe for defects from flapoverspeed. Ops check good no defects noted. 2. Inspected aircraft interior for fuel leaks, no defects noted. Started aircraft turned heater on, no fuel smell or defects noted. Reference W/O 201201229 Aircraft ok to use |
| DATE: 01-20-2012 | | DATE: 2/20/12 TACH TIME: 297.9 |
| I.P. NAME & #: HUFF | | SIGNATURE; & #: [REDACTED] KOREY DICKERSON CRS [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA25R | | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. FLAP OVERSPEED 10° ③ 110 KTS FOR 3 SEC (WIND #050, WIND V-NEW?) | | Suspected the flaps & surrounding for any damage. No damage noted to aircraft. A/C returned to service |
| DATE: 2-29-2012 | | DATE: 29 Feb 12 TACH TIME: 0311.6 |
| I.P. NAME & #: DES ROCHES | | SIGNATURE; & #: [Redacted] James Ford |
| 2. Gear did not illuminate on Gear Down. Manual Extension 3 green illuminated. | | Insp hyd pump pack, replaced cracked line per 23744-139. Serviced power pack with 5006. OPS checked gear up/down numerous times and no leaks heard. |
| DATE: 3/3/2012 | | DATE: 3-5-12 TACH TIME: 323.4 |
| I.P. NAME & #: Lewis | | SIGNATURE; & #: [Redacted] |
| 3. Oil door missing after flight | | Replaced missing oil door P/N 99096-000 with a serviceable door. A/C returned to service |
| DATE: 03/07/2012 | | DATE: 07 MAR 12 TACH TIME: 330.2 |
| I.P. NAME & #: McAn7 #379 | | SIGNATURE; & #: [Redacted] James Ford |
| 4. Oil Door came out in flight | | Replaced missing oil door P/N 99096-000 with new door. A/C returned to service |
| DATE: 03/08/2012 | | DATE: 08 MAR 12 TACH TIME: [Redacted] James Ford |
| I.P. NAME & #: OKAMOTO #291 | | SIGNATURE; & #: [Redacted] |
| 5. Moving Map Display Fail During Flight Mag Compass off 20° | | Performed O/B/Chk. of MFD0 - no defects. No defects with Mag Compass at this time. Note GPS is true heading Mag Compass = Magnetic. = can be diff. No defects |
| DATE: 3/8/2012 | | DATE: 3/8/12 TACH TIME: 338.6 |
| I.P. NAME & #: Lewis | | SIGNATURE; & #: [Redacted] MATTHEW DEMICK CRS |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| PA28R | 28-44137 | N712DR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. TAIL SCRAPER | | insp. horiz. stab, tail cone, & fuselage tail area for defects, none noted |
| DATE: 3-09-2012 | DATE: 3-9-12 | TACH TIME: 341.6 |
| I.P. NAME & #: DESROCHES | SIGNATURE; & #: [REDACTED] | STEVEN JOHNSON CRS [REDACTED] |
| 2. Right Brake caliper leaking | | Removed and replaced R/H brake caliper O-ring. Bled R/H Brake. opschedd good. |
| DATE: 03-12-2012 | DATE: 03-12-12 | TACH TIME: 343.2 |
| I.P. NAME & #: Vargas 1021 | SIGNATURE; & #: [REDACTED] | DANIEL STINELL CRS [REDACTED] |
| 3. Right brake spongy. Student on RH side could not turn Right without full brake pressure. | | Bled the R/H side. Rebuilt. Topped off hydraulic sys. no other defects |
| DATE: 03-19-2012 | DATE: 3/19/12 | TACH TIME: 379.6 |
| I.P. NAME & #: Lotmini #311 | SIGNATURE; & #: [REDACTED] | MATTHEW DEMIC CRS [REDACTED] |
| 4. Co-pilot right brake wouldn't engage plane pulled left. After Pilot pressed brakes co-pilot side started working again. | | Bled right brake system and serviced hydraulic reservoir |
| DATE: 3-23-2012 | DATE: 3/23/12 | TACH TIME: 389.9 |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [REDACTED] | KURT GIBSON CRS [REDACTED] |
| 5. Gear unsafe light did not extinguish after gear retraction. | | Performed gear checks, no faults noted. insp uplock switches all checked good. Insp downlock switches all checked good. Could not duplicate problem. |
| DATE: 4-5-2012 | DATE: 4-5-12 | TACH TIME: 423.0 |
| I.P. NAME & #: Reed | SIGNATURE; & #: [REDACTED] | [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R201 | 28-44137 | N712BK |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Co-Pilot side brakes spongy and not as effective as pilot side pedals | | Bled Brakes / checked solid |
| DATE: 4/9/2012 | | DATE: 4/9/12 TACH TIME: 4323 |
| I.P. NAME & #: COX #462 | | SIGNATURE; & #: [REDACTED] |
| 2. BREAK PEDALS HAVE REDUCED BRAKING ACTION ON THE RIGHT SIDE. (SIGNIFICANT DIFFERENCE) | | Bled left and right brake systems. Ops checked good. |
| DATE: 04-10-2012 | | DATE: 4/10/12 TACH TIME: 4387 |
| I.P. NAME & #: S. BECERRA | | SIGNATURE; & #: [REDACTED] KURT GIBSON CRS [REDACTED] |
| 3. Break THROTTLE COULD REACH 10" HP WITHOUT GEAR UNSAFE WARNING. ONCE GEAR WAS UP. | | Checked throttle pedal logging. Checked good at 14" MAP |
| DATE: 04-10-2012 | | DATE: 4/10/12 TACH TIME: 4387 |
| I.P. NAME & #: S. BECERRA | | SIGNATURE; & #: [REDACTED] KURT GIBSON CRS [REDACTED] |
| 4. Right Brake pedals had reduced braking action on right side, improved slightly towards the end. | | Inspected the brake system, no defects noted. Found right side caliper had new brake pads installed. No brake issues found. Brake pedals were good on both sides. All returned to service. |
| DATE: 4-19-12 | | DATE: 19 APR 12 TACH TIME: 465.4 |
| I.P. NAME & #: Kozubal | | SIGNATURE; & #: [REDACTED] James Ford |
| 5. RIGHT STROBE COVER CRACKED | | Removed & replaced right strobe lens with new part. |
| DATE: 05-01-2012 | | DATE: 5/1/12 TACH TIME: 506.1 |
| I.P. NAME & #: Vargas / -21 | | SIGNATURE; & #: [REDACTED] KURT GIBSON CRS [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---|---|
| PA28R | 28-44137 | 28R N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Control Yoke ^{bushings came} out of panel | | Removed blocks on control yoke & reinstalled bushings & pins. Secured blocks to yoke. Control good. All data. River PA28R in at [unclear] |
| DATE: 5-10-2012 | DATE: 5/10/12 TACH TIME: 5106 | |
| I.P. NAME & #: Kim. U | SIGNATURE; & #: [Redacted] | |
| 2. UPON RETRACTION OF THE GEAR THE GREEN LIGHT EXTINGUISHED BUT THE "WARNING GEAR UNSAFE" STAYED LIGHT. SUSPECTED UP LIMIT SWITCH INOP. | | PERFORMED VISUAL INSPECTION AND FUNCTION TESTED NORMOC ON JACUS GARY D. TRYON |
| DATE: 5-11-2012 | DATE: 11 MAY 12 TACH TIME: 5216 | |
| I.P. NAME & #: HENDERSON | SIGNATURE; & #: [Redacted] | |
| 3. Mixture Idle Lever Missing | | Mixture stop was not missing. Don't push too hard on knob and it won't disengage. AIC returned to service. |
| DATE: 05-14-2012 | DATE: 14 MAY 12 TACH TIME: 5255 | |
| I.P. NAME & #: NATOU. O | SIGNATURE; & #: [Redacted] | |
| 4. Mixture STOP missing | | Same as above. If stop gets pushed in too far it gets stuck behind a vent cover. Repositioned stop/button, ops check ok. |
| DATE: 5-15-2012 | DATE: 5-15-12 TACH TIME: 5280 | |
| I.P. NAME & #: Wiggins | SIGNATURE; & #: [Redacted] STEVEN JOHNSON | |
| 5. During climb engine ^{RPM} surged 3 times. | | Inspected the propeller cable & found Red-wd bad. Replaced red-wd. Prop. engine run up. 2600 RPM at full power. Con. check good. AIC returned to service. |
| DATE: 05-16-2012 | DATE: 16 MAY 12 TACH TIME: 5320 | |
| I.P. NAME & #: Lomborg | SIGNATURE; & #: [Redacted] JAMES FORD | |

DAVID OBERG

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R-201 | 44139 | N7120R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. STALL WARNING STUCK PITCH + YAW, STILL STUCK LANDING, STALL WARNING OFF | | Inspected stall horn installation under instrument panel. No defects noted. Inspected stall switch in wing + wires to switch. No defects noted. Operated stall horn about 30 sec. All returned to service. |
| DATE: 05-22-2012 | | DATE: 22 May 12 TACH TIME: 545.8 |
| I.P. NAME & #: HUFF | | SIGNATURE; & #: [Redacted] James Ford |
| 2. STALL WARNING STUCK ON After first slow flight Stage 6 on Rest of flight | | Inspected stall warning horn vane, and checked for ease of play and any obstruction in warning horn vane. Performed multiple stall warning horn test to check for any stuck position. No defects noted at this time. Aircraft OK for return to service. |
| DATE: 05-24-2012 | | DATE: 5/24/12 TACH TIME: 558.4 |
| I.P. NAME & #: GARNER | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS [Redacted] |
| 3. HOBBS METER BROKEN. | | Performed Hobbs meter check. Verified fuse connections. Ran engine for 10 minutes. No defects noted. Jacques DiPhillippe |
| DATE: 05-25-2012 | | DATE: 05/25/12 TACH TIME: 550.8 |
| I.P. NAME & #: HUFF | | SIGNATURE; & #: [Redacted] |
| 4. Upon gear retraction green lights extinguished but "Warn Gear unsafe" light stayed on. | | Performed landing gear in-flight emergency procedures from BRAU flight tower by following DA42 emergency gear procedure checklist. Aircraft landed safely, met aircraft and checked landing gear for down and locked, gear was safely down and locked. Jacked aircraft and performed landing gear functional test I.A.W Piper PA28-R AMM chapter 32-30-00 Section 4, no landing gear unsafe lights noticed. Landing gear was cycled multiple times, with several emergency extensions, each and every time the landing gear worked I.A.W the Piper AMM, no unsafe light ever turned on. Operational check the landing gear extension and retraction good. I.A.W 32-60-00. Performed gear retraction test, no defects. Aircraft ok for return to service. |
| DATE: 05-31-2012 | | DATE: 5/31/12 TACH TIME: 567.8 |
| I.P. NAME & #: Rood | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS [Redacted] |
| 5. SAME AS ABOVE | | Adjusted the nose gear up stop nut nose gear copulator for 1/16" (1/8" centerline) manual gear retraction extension + emergency extension |
| DATE: 06-02-2012 | | DATE: 6/2/12 TACH TIME: 572.5 |
| I.P. NAME & #: HUFF | | SIGNATURE; & #: [Redacted] |

DAVID UBERT
CRS

gear & gear gear

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 28-44137 | 712 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. after slow flight stall horn stuck on, after after landing on touch down horn went off checked again on ground worked normal in ground | | Checked the SPS SPS for any defects that would cause it to stick or - no defects noted. Operation of the SPS SPS good at this time |
| DATE: 5-4-12 | | DATE: 5/4/12 TACH TIME: 576.8 |
| I.P. NAME & #: Matthew #402 | | SIGNATURE; & #: [Redacted] MATTHEW DENICK CRS |
| 2. HINGE PIN ON OIL ACCESS DOOR CREEPING OUT (PIANO HINGE NEEDS STAKING) | | Removed and replaced the oil door hinge at Bedford. Performed ops check of door - ops good. |
| DATE: 6/6/12 | | DATE: 5/16/12 TACH TIME: 586.0 |
| I.P. NAME & #: R. Moore | | SIGNATURE; & #: [Redacted] MATTHEW DENICK CRS |
| 3. Passenger side brakes mushy and not very responsive | | Forward and replaced right side brake pads. Also right side caliper. ops check brake system, ops check good. No further defects noted |
| DATE: 6/9/12 | | DATE: 6-8-12 TACH TIME; 590.8 |
| I.P. NAME & #: Rm | | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS |
| 4. nose fuel sump, when used, there is a lot of fuel leaking from under nose cowling | | Removed cowling & removed & replaced the fuel sump gasket & sealant bowl. Ops valve check done. The bowl good. |
| DATE: 6-13-12 | | DATE: 6/13/12 TACH TIME: 605.6 |
| I.P. NAME & #: Vincent | | SIGNATURE; & #: [Redacted] |
| 5. Nose Gear Bulb Burned Out. Needs replaced | | Removed & replaced nose gear indicator bulb. ops check good |
| DATE: 06-18-2012 | | DATE: 6/18/12 TACH TIME: 617.2 |
| I.P. NAME & #: Vincent | | SIGNATURE; & #: [Redacted] DAVID OSEB CRS |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 28-4437 | N712EP |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Hard Landing | | See RMS 2012 04876 for details of Flight Landing inspection |
| DATE: 06-21-2012 | | DATE: 6/21/12 TACH TIME: 626.6 |
| I.P. NAME & #: David Ganesh | | SIGNATURE; & #: [Redacted] |
| 2. Right Main actuator leak. | | Found actuator & gear cabinet: ops checked gear actuator with multiple ops swings. ops check good. Rund door lock to be broken. Replaced cabin door lock with serviceable lock. ops check & taetc. ops check good. No further defects noted |
| DATE: 6/30/12 | | DATE: 6-30-12 TACH TIME: 640.8 |
| I.P. NAME & #: Henderson | | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS |
| 3. Mixture Stop Broke During Flight | | Found mixture stop not broken, but pushed too far into throttle quadrant panel. Re-positioned stop. ops check good A/LSDC for ILS |
| DATE: 7-3-12 | | DATE: 07/03/12 TACH TIME: 646.8 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] DANIEL STINEBAUGH CRS |
| 4. Piece of electrical tape interfering with actuation of flap button | | Removed the tape. As Required Performed multiple ops check of the flaps. ops good at this time |
| DATE: 7-11-12 | | DATE: 7/11/12 TACH TIME: 679.1 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] MATTHEW DEMICK CRS |
| 5. Prop lever really, really hard to move. | | Clean & lubed prop control cable w/grease pivot point. ops check good |
| DATE: 7-14-2012 | | DATE: 7/14/12 TACH TIME: 679.4 |
| I.P. NAME & #: Des Roches | | SIGNATURE; & #: [Redacted] KURT GIBSON CRS |

DAVID OBER

Resource Maintenance System

Work Order

Embry-Riddle Aeronautical University

FAA CERTIFIED REPAIR STATION N3XR816N

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 626.6 |

| | |
|-----------------|--------|
| A/C Total Time: | 3645.5 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 6805.7 |
| LT Prop T.T.: | 3644.9 |

Description of Work to be Performed

1) Hard landing

Maintenance/Repairs Performed

1) Hard landing

Airframe:

Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, loose or damaged trunion mounts. Insp wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator sidebrace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Inspected propeller for evidence of ground strike. Inspected fuselage and empennage for door alignment, buckling, loose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted.

Labor

| | | | | | |
|----------|-----|--------|-------------|-----|--------|
| Ober, D. | 2.9 | 002:50 | Johnson, S. | 0.3 | 000:18 |
|----------|-----|--------|-------------|-----|--------|

3.2 3:08

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Work Order Totals

| | |
|---------------|---------------|
| Labor | 141.00 |
| Parts | |
| TOTAL: | 141.00 |

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: _____ Signed: _____

Embry-Riddle Aeronautical University, Daytona Beach, FL 32114 FAA CERTIFIED REPAIR STATION

Preliminary / Hidden Inspection Release


Date: _____

Inspector: _____

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---|---|
| PA28R | 28-14137 | N712ER |
| DISCREPANCY | |  <p>KOREY DICKERSON CRS N3XR816N</p> <p>N712ER Total Time: 3705.3 Tach Time: 656.4</p> <p>Removed engine cowling and inspected exhaust muffler found cracks post trap drilled. Removed and replaced FWD exhaust muffler with new P/N 67517-000. During inspection found exhaust shroud corroded and cracked. #1 exhaust riser sized in exhaust muffler, and exhaust shroud hose torn. Removed and replaced top exhaust shroud with exhaust #1 P/N 99000-000, replaced #1 exhaust riser with new P/N 67809-000 S/N 206220, and replaced exhaust shroud hose with new P/N 903-447. No further defects noted. Aircraft fit for return to service. All work accomplished I.A.W. Piper Arrow PA-28R Aircraft maintenance manual 78-00-00.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Particular details of the repair/inspection are on file at the Repair Station under this work order: WO # R015 2012 04501 Date: 07/19/12</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> |
| 1. 2 cracks in exhaust pipe. Downed per MX. | | |
| DATE: 7/18/12 | | |
| I.P. NAME & #: Student: Watchlins | | |
| 2. Oil cap door on engine cowl came off during flight on taxi. Noticed missing while taxi in. | Installed new oil door doubler, striker, and oil door assembly. Ops check good no further defects noted. Aircraft ok for return to service. | |
| DATE: 07-19-2012 | DATE: 7/19/12 | TACH TIME: 690.7 |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [Redacted] | KOREY DICKERSON CRS N3XR816N |
| 3. MX20 NOT DISPLAYING TRAFFIC, FPL. THX. ALL OTHER DISPLAYS WORK! | Installed jumper to GMX200 for prop RS420 operation for the GDL90. Adjusted GDL90 cowling for prop GMX200 operation. Ops check good. | |
| DATE: 08-02-12 | DATE: 8/3/12 | TACH TIME: 701.1 |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [Redacted] | KURT GIBSON CRS N3XR816N |
| 4. Key Brake Door | Installed new key into brake ops check good. A/c ok for RTF | |
| DATE: 8-22-12 | DATE: 08/22/12 | TACH TIME: 740.0 |
| I.P. NAME & #: Duarte | SIGNATURE; & #: [Redacted] | N3XR816N |
| 5. Suspected Oil Leak Oil streaming out of Exhaust Port | Removed top cowling & clean engine of oil. Ran engine for leak check. No leaks found. Re-installed engine cowling. A/c returned to service. | |
| DATE: 8-24-12 | DATE: 24 Aug 12 | TACH TIME: 744.3 |
| I.P. NAME & #: D5 Griffin | SIGNATURE; & #: [Redacted] | James Ford N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 28-44137 | N72ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Oil temp gauge fluctuating periodically from 180 drop to 100/150 Oil found on nose gear right door and right front bottom landing</p> | | <p>Checked fire wall ground connections As Required. OPS check oil temp good. Replaced oil seals on the #2 cylinder intake side As Required. Ground Ren A/C no further leaks not d.</p> |
| DATE: 8-28-2012 | | DATE: 8/28/12 TACH TIME: 748.1 |
| I.P. NAME & #: Finkham | | SIGNATURE; & #: [REDACTED] <small>MATTHEW DEMICK CRS N3XR816N</small> |
| <p>2. Storm Window scoop Broken. Down per MX. Broken. Paper in Rear Pass seat.</p> | | <p>Removed rest of broken scoop. Storm window is still operational. Placed in Condition Record.</p> |
| DATE: 09-10-2012 | | DATE: 9/10/12 TACH TIME: 759.1 |
| I.P. NAME & #: MELIUS | | SIGNATURE; & #: [REDACTED] <small>MATTHEW DEMICK CRS N3XR816N</small> |
| <p>3. Instructor side - Rt brake very mushy.</p> | | <p>Diagnosed it brakes had collapsed brakes system + OPS 9/10/12. Serviced repairs with H&A Side mount scissor.</p> |
| DATE: 09-11-12 | | DATE: 9/11/12 TACH TIME: 760.3 |
| I.P. NAME & #: Campbell, T | | SIGNATURE; & #: [REDACTED] |
| <p>4. Instructor side Rt Brake requires more pressure for braking Down per mx to change Rt brake pads.</p> | | <p>Found right brake linings worn. Replaced pads with new. Performed an operational check. No mushy brakes noted. Operational check good. All returned to service.</p> |
| DATE: 9-13-12 | | DATE: 13 Sept TACH TIME: 760.3 <small>James Ford N3XR816N</small> |
| I.P. NAME & #: Campbell, T | | SIGNATURE; & #: [REDACTED] |
| <p>5. Flaps stickier than normal</p> | | <p>Lubricated flaps. OPS check good A/C IS OK Per KTS</p> |
| DATE: 9/20/12 | | DATE: 09/20/12 TACH TIME: 771.9 |
| I.P. NAME & #: Hunter 182 | | SIGNATURE; & #: [REDACTED] <small>DANIEL STEINELLI CRS N3XR816N</small> |

DAVID OBER
 CRS N3XR816N
 MATTHEW DEMICK
 CRS N3XR816N
 JAMES FORD
 N3XR816N
 DANIEL STEINELLI
 CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Gear horn does not sound when throttle's at idle and gear's up. | | Repair replaced horn Throttle warning switch added with a serviceable part P/N 6710-0088 good - No further action |
| DATE: 9/21 | | DATE: 9/21/12 TACH TIME: 7600 |
| I.P. NAME & #: Greenfield | | SIGNATURE; & #: [Redacted] |
| 2. Unable to lock the door | | Locked door with no difficulty |
| DATE: 9/27 | | DATE: 9/27/12 TACH TIME: 7409 |
| I.P. NAME & #: CARP CR | | SIGNATURE; & #: [Redacted] CRS N3XR816N |
| 3. Oil Temp gauge fluctuates both on ground and in flight. 180 drops to 150/100 sometimes all the way to 75 - and up to about 190/200. Stabilized on taxi back in @ DAB. | | Checked oil temp sensor wiring at the probe and re-installed. GTS check oil temp monitoring S/S good. |
| DATE: 9/29/12 | | DATE: 9/29/12 TACH TIME: 7987 |
| I.P. NAME & #: ROOD | | SIGNATURE; & #: [Redacted] CRS N3XR816N |
| 4. upon post flight inspection discovered oil door missing. | | Inspected and found oil door missing. Installed new oil door. GTS check good. No further defects noted. |
| DATE: 10/05/12 | | DATE: 10-6-12 TACH TIME: 8069 |
| I.P. NAME & #: Desrocher | | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS N3XR816N |
| 5. Comm 1 Stby select switch missing during flight. Cannot find button in cockpit. | | Reconnected comm 1 repositioned radio for easier use. Rechecked comm 1 transceiver switch. No further system effects. |
| DATE: 10-10-12 | | DATE: 10/10/12 TACH TIME: 8185 |
| I.P. NAME & #: Roundall | | SIGNATURE; & #: [Redacted] |

DAVID OBER

MATTHEW DEMICK
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|--|
| PA 28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Pilot Side Seat cannot adjust. Adjustment bar disconnected. | | Removed and replaced pilot seat adjust cable w/ new. Operational check good. A/CISOKER RTB |
| DATE: 10-11-2012 | DATE: 10/11/12 | TACH TIME: 818.0 |
| I.P. NAME & #: Smolar, G. | SIGNATURE; & #: [Redacted] | DANIEL STINELLI CRS N3XR816N |
| 2. Oil temp fluctuates between 75° + 180° on ground. Did not notice in air | | Replaced Temp Probe ops ✓ + Leak check Good MIKE FISHER CRS N3XR816N |
| DATE: 10-22-2012 | DATE: 10/23/12 | TACH TIME: 0832.7 |
| I.P. NAME & #: J W 4715105 | SIGNATURE; & #: [Redacted] | |
| 3. Hole in air filter on right side air inlet for cabin. Asked about it before, Maint. said it would get fixed during next inspection. That was 5 days ago | | Fresh Air vent Parts on order serviceable |
| DATE: 11-01-2012 | DATE: 11/1/12 | TACH TIME: 0856.0 |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [Redacted] | |
| 4. Passenger door lock mop. | | Resecured the door lock + repositioned the lock strip. Operational check good. A/C returned to service. |
| DATE: 11-4-12 | DATE: 05 Nov 12 | TACH TIME: 866.3 |
| I.P. NAME & #: McDuffie Gordon | SIGNATURE; & #: [Redacted] | James Ford N3XR816N |
| 5. Fresh Oil leak L. Side cowling, wiped clean before flight. Oil pressure past red line on approach MB. Oil was above and was left of fuel drain smear | | Removed top cowling inspect for leaks and none found. Cleaned residual oil from lower cowling. Performed run-up and adjusted oil pressure. ops ✓ sat's factory |
| DATE: 11-16-12 | DATE: 11-16-12 | TACH TIME: 897.7 |
| I.P. NAME & #: Rotterdam | SIGNATURE; & #: [Redacted] | FRAN-AL N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. LGWS volume too low. FCF for new install function normal. Trigger x 200 Ft | | Reset alert volume. No defects noted. FCF performed by I.P. DESROCHES No defects noted |
| DATE: 11-27-2012 | | DATE: 11/27/12 TACH TIME: 911.6 |
| I.P. NAME & #: DESROCHES | | SIGNATURE; & #: [Redacted] N3XR816N |
| 2. Landing light inoperative | | Replaced the landing light with new. A/C returned to service. |
| DATE: 11/29/12 | | DATE: 29 Nov 12 TACH TIME: 917.4 |
| I.P. NAME & #: Zimmermann, A. | | SIGNATURE; & #: [Redacted] N3XR816N |
| 3. ① Pilot side armrest fell off | | Re-attached pilot side arm rest no further defects noted. Aircraft ok for return to service. |
| DATE: 12-01-2012 | | DATE: 12/1/12 TACH TIME: 928.9 |
| I.P. NAME & #: Lonergan | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS N3XR816N |
| 4. Mixture stop remained stuck ② in after advancing mixture full forward. (moves to the right) | | Re-aligned mixture stop, performed multiple ops checks no defects noted. Aircraft ok for return to service |
| DATE: 12-01-2012 | | DATE: 12/1/12 TACH TIME: 928.9 |
| I.P. NAME & #: Lonergan | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS N3XR816N |
| 5. Student put the gear handle into down position and immediately put it to up position 1 sec in down position | | 1 insp. Comm No wrong cond. found |
| DATE: 12-03-2012 | | DATE: 12/3/12 TACH TIME: 0933.2 |
| I.P. NAME & #: Jun Han | | SIGNATURE; & #: [Redacted] MIKE FISHER CRS N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28-R | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. ① Oil door fell off in flight | | Installed new oil door ops check good. All work done I.A.W PA-28R Aircraft Maintenance manual. Aircraft ok for return to Service |
| DATE: 12-04-2012 | | DATE: 12/4/12 TACH TIME: 936.1 |
| I.P. NAME & #: Lonergan | | SIGNATURE; & #: [REDACTED] |
| 2. ② Mixture stop still gets stuck in occasionally | | Repositioned Stop ops. ✓ Good MIKE FISHER CRS N3XR816N |
| DATE: 12-04-2012 | | DATE: 12/4/12 TACH TIME: 0936.1 |
| I.P. NAME & #: Lonergan | | SIGNATURE; & #: [REDACTED] ERMH |
| 3. ENGINE VIBRATING AND RUNNING ROUGH, MANIFOLD GAUGE FLUTTERING, ENGINE SOUNDS LIKE MISSING. | | MAP Gauge swapped out R/R Gauge ops ✓ Good MIKE FISHER CRS N3XR816N |
| DATE: 12-15-2012 | | DATE: 12/16/12 TACH TIME: 948.7 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 4. Runup mag check, L MAG no change in rpm, R MAG engine quit. Tried Burnoff - no luck. | | FS checked, removed and replaced right Magnets w/new. timed to 20° BTDC ops check good. A/c sock for NTS |
| DATE: 12-17-12 | | DATE: 12/17/12 TACH TIME: 949.1 |
| I.P. NAME & #: Rotterdam | | SIGNATURE; & #: [REDACTED] N3XR816N ✓ |
| 5. Landing light inop. | | Removed and replaced Landing light w/new ops check good. A/c sock for NTS DANIEL STINELLI CRS N3XR816N |
| DATE: 01-02-2013 | | DATE: 01/03/12 TACH TIME: 964.7 |
| I.P. NAME & #: Rush | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. OIL DOOR SEPARATED IN FLIGHT. | | Installed new oil door as required. NO further defects |
| DATE: 1-8-2013 | | DATE: 1/8/13 TACH TIME: 975.6 |
| I.P. NAME & #: RAINY, C. | | SIGNATURE; & #: [REDACTED] MATTHEW DEMCK CRS N3XR816N |
| 2. Mixture Stop is missing | | FREED STICK MIXTURE DETENT OPS CHECKED GOOD |
| | | BLAIR DRIEMEIER CRS N3XR816N |
| DATE: 01-11-2013 | | DATE: 1-12-13 TACH TIME: 980.0 |
| I.P. NAME & #: Stankevych | | SIGNATURE; & #: [REDACTED] |
| 3. Co-Pilot Seat Does not slide fully back | | Operational check of seat was satisfactory. No defects noted. |
| DATE: 01-14-2013 | | DATE: 1/14/13 TACH TIME: 985.8 |
| I.P. NAME & #: Jun Hon | | SIGNATURE; & #: [REDACTED] JUAN CASTAÑO CRS N3XR816N |
| 4. OIL PRESSURE OUTSIDE GREEN ARC WHEN RPM DROP BELOW 1200RPM LOW PRESSURE | | Ground Run ALL, found oil pressure to be within gray limits |
| DATE: 1-15-2013 | | DATE: 1/15/13 TACH TIME: 989.9 |
| I.P. NAME & #: HUFF | | SIGNATURE; & #: [REDACTED] MATTHEW DEMCK CRS N3XR816N |
| 5. MX200 msg comm port 2 is invalid | | Powered up MX200. Let the system boot up. NO MESSAGES FOUND. Operational check good. All returned to service |
| DATE: 01-17-2013 | | DATE: 17 Jan 13 TACH TIME: 992.0 |
| I.P. NAME & #: Jun Hon | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Co-Pilot seat will not adjust Forward or Backwards. | | Rescued adjustment cable at lower attachment. ops check good. No further defect until |
| DATE: 1-26-13 | | DATE: 1-26-13 TACH TIME: 1014.8 |
| I.P. NAME & #: W. Perkins | | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS N3XR816N |
| 2. After landing discovered mixture Stop is missing. | | Found mixture stop up under cover. Pulled knob out from under cover. Operated check good. A/C return to service. |
| DATE: 2-1-2013 | | DATE: 2/1/13 TACH TIME: 1925.3 |
| I.P. NAME & #: Jaffee | | SIGNATURE; & #: [Redacted] |
| 3. Co-pilot brakes very soft. Aircraft still stops, but only after long roll. Pilot side brakes OK. | | Inspected LUG & RMG brake pads & brake disc. Checked pilot & co-pilot rudder pedals for brake firmness, no defects noted. Found brake pads to be fairly new. Cleaned access dirt & grease from pads. No leaks or loss of pressure noted. A/C return |
| DATE: 02-02-2013 | | DATE: 2/2/13 TACH TIME: 10300 |
| I.P. NAME & #: Lonergan | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS N3XR816N |
| 4. Tail scrape on take-off. | | Inspected tail surrounding airframe for chisel from tail scrape. None noted. No further defect at this time. |
| DATE: 02-09-2013 | | DATE: 2-9-13 TACH TIME: 1050.1 |
| I.P. NAME & #: Zimmermann, A. | | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS N3XR816N |
| 5. CO-PILOT BRAKES HAVE LIMITED BREAKING ACTION. "SOFT" AND BREAKING ACTION IS UNEVEN. PILOT SIDE BRAKES HAVE NORMAL BREAKING ACTION. | | Tail tested the aircraft & ops checked brakes good. Remove grease from both brake discs & test good. |
| DATE: 02-14-2013 | | DATE: 2/14/13 TACH TIME: 1060.7 |
| I.P. NAME & #: S. BECERRA | | SIGNATURE; & #: [Redacted] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER | | | | |
|---|----------|---|-------------|---------|----------|------|
| PA-28R | 2844137 | N712BR | | | | |
| DISCREPANCY | | CORRECTIVE ACTION | | | | |
| 1. Tach appears to be indicating 100 RPM low. No notes on panel/clipboard | | Tach-tach engine and found to be 30 rpm less. Placarded clipboard and instrument panel. A/C is OK for RT. | | | | |
| DATE: 2-21-13 | | DATE: 02/21/13 TACH TIME: 10733 | | | | |
| I.P. NAME & #: Heryet | | SIGNATURE; & #: [REDACTED] N3XR816 | | | | |
| 2. Co-pilot Brakes have little braking action. Left side is worse. "Soft" braking. | | Repaired during Annual Inspection | | | | |
| | | <table border="1" style="font-size: small;"> <tr> <td>Ralph Wixon</td> <td>ERAU 30</td> </tr> <tr> <td>N3XR816N</td> <td>9130</td> </tr> </table> | Ralph Wixon | ERAU 30 | N3XR816N | 9130 |
| Ralph Wixon | ERAU 30 | | | | | |
| N3XR816N | 9130 | | | | | |
| DATE: 02-22-2013 | | DATE: 2/22/13 TACH TIME: 1081.0 | | | | |
| I.P. NAME & #: Row | | SIGNATURE; & #: [REDACTED] | | | | |
| 3. Attitude Indicator did not erect, did not VAC normal range. | | Tested aircraft. The attitude indicator with a VAC of indicator. Ops | | | | |
| DATE: 03-01-13 | | DATE: 3/1/13 TACH TIME: 10945 | | | | |
| I.P. NAME & #: Campbell #431 | | SIGNATURE; & #: [REDACTED] | | | | |
| 4. Even when fully open heater is producing very little heat | | Checked operation of heater controls & secured valves in the open position. Ops heater good | | | | |
| | | <table border="1" style="font-size: small;"> <tr> <td>Dave Ober</td> <td>ERAU 10</td> </tr> <tr> <td>N3XR816N</td> <td>1978</td> </tr> </table> | Dave Ober | ERAU 10 | N3XR816N | 1978 |
| Dave Ober | ERAU 10 | | | | | |
| N3XR816N | 1978 | | | | | |
| DATE: 3/2/13 | | DATE: 3/1/13 TACH TIME: 1105.2 | | | | |
| I.P. NAME & #: Kauh | | SIGNATURE; & #: [REDACTED] | | | | |
| 5. Left Rudder Pedal Very tough to Push. Almost felt "locked". We brakes on the left to turn. away then came back taxiing in to riddle. | | Inspected the rudder system & found the rudder trim turned full Right. This will cause you to have to use the left brake to turn. A/C returned to service | | | | |
| | | <table border="1" style="font-size: small;"> <tr> <td>Jim Ford</td> <td>ERAU 10</td> </tr> <tr> <td>N3XR816N</td> <td></td> </tr> </table> | Jim Ford | ERAU 10 | N3XR816N | |
| Jim Ford | ERAU 10 | | | | | |
| N3XR816N | | | | | | |
| DATE: 03-08-2013 | | DATE: 08/MAR/13 TACH TIME: 1110.7 | | | | |
| I.P. NAME & #: VanDette | | SIGNATURE; & #: [REDACTED] | | | | |

N3XR816N 1578 N3XR816N 1578

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|---|
| PA28R-201 | 44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. ① Attitude indicator would not stabilize after 5 min, kept moving every min ② Baggage lock broken ③ Door lock broken | | ① Performed run up for ops check. No defects noted A.I. inverted normally. Adjusted for wing level. ② & ③ Reversed components to both lock ways, and lock indicators. Operate check of locks check good. A/c returned to service. |
| DATE: 3/12/13 | DATE: 12 MAR 13 TACH TIME: 1119.6 | |
| I.P. NAME & #: Koch | SIGNATURE; & #: [REDACTED] <small>rd ERAU 10</small> | |
| 2. MX 200 msg Comm Port 2 is invalid | | Performed self system diagnosis Port 4 controller's acquisition good. Monitored message, no effects noted. |
| DATE: 03-25-2013 | DATE: 3/2 TACH TIME: 1151.1 | |
| I.P. NAME & #: Jonathan | SIGNATURE; & #: [REDACTED] <small>Jacques DuPhilippe ERAU 25</small> | |
| 3. Gear failed to retract, Red warning no green. nothing tripped. | | Performed gear ops and no faults noted. See w/o RMS 2013-01905 for further details. |
| DATE: 3-26-13 | DATE: 3-27-13 TACH TIME: 1154.7 | |
| I.P. NAME & #: Reconvart | SIGNATURE; & #: [REDACTED] <small>ERAU-20</small> | |
| 4. Right Right brake ineffective / very difficult to depress | | Bench & the RW Brake As Repair & Ops Check RW Brake Sec 2 |
| DATE: 3-28-2013 | DATE: 3/22/17 TACH TIME: 1155.4 | |
| I.P. NAME & #: Erlichman | SIGNATURE; & #: [REDACTED] <small>MATTHEW DEMERS CR'S AIR BR16</small> | |
| 5. RIGHT seat PROVIDES UNEVEN BREAKING ACTION, AT 104TS TAXI, when full brakes applied, severe yaw to the left. | | Transcribed discrepancy to Annual Insp POC. See w/o RMS 2013 02154 for details |
| DATE: 04-02-2013 | DATE: 4-2-13 TACH TIME: 1173.8 | |
| I.P. NAME & #: S. BELGRIA | SIGNATURE; & #: [REDACTED] <small>Steve Johnson ERAU</small> | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|---|
| PA28R-201 | 44137 | N712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. DG precessed 30° in 30 min and then again 25° in 30 min | | Performed taxi operations with numerous turns, no precessing of DG noted. |
| DATE: 4/11/13 | Steve Johnson <small>ERAB 9</small> | DATE: 4-17-13 TACH TIME: 11922 |
| I.P. NAME & #: Koch | N3XR816N 760 | SIGNATURE; & #: [Redacted] |
| 2. FCR for engine change | | Completed procedure outlined in service instructions - no engine abnormalities. |
| DATE: 4-18-13 | Steve Johnson <small>ERAB 9</small> | DATE: 4/18/13 TACH TIME: 11928 |
| I.P. NAME & #: [Redacted] | N3XR816N 7001 | SIGNATURE; & #: [Redacted] |
| 3. Gear warning horn activates at 21" MP. | | Adjusted switch to 14". No other discrepancies noted @ this time. A/C + 5 defer RTB |
| DATE: 4/19/2013 | DANIEL STINELL <small>CRS N3XR816N</small> | DATE: 04/19/13 TACH TIME: 11938 |
| I.P. NAME & #: Desalu 052 | [Redacted] | SIGNATURE; & #: [Redacted] |
| 4. Mixture Stop does not prevent pulling mixture to idle cut off. Spring seems weak | | VISUALLY INSPECTED MICHANIS ADJUSTED SPRING TENSION FUNCTION TESTED NORMAL |
| DATE: 04-20-2013 | [Redacted] | DATE: 20 APR 13 TACH TIME: 11956 |
| I.P. NAME & #: Lonergan | N3KR816N | SIGNATURE; & #: [Redacted] |
| 5. Excessive D.G. precession more than 30° in 30 min | | Replaced DG ops & satisfactory |
| DATE: 04-27-2013 | [Redacted] | DATE: 4-27-13 TACH TIME: 1214.6 |
| I.P. NAME & #: Jun Han | [Redacted] | SIGNATURE; & #: [Redacted] |

MATTHEW DEBIAU
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|--|
| PA28-201R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Oil pressure on high (bottom of red) on T10, abated, 2. Also O.G. still shows significant deviation | | 1. Performed engine ramp and got engine temp up to normal operating temp. Oil pressure went in green. This is normal for 1st flight of day. 2. Toped aircraft around and found compass @ 0.6 to be good. No other defects noted. A/C returned to service. |
| DATE: 04-24-13 | DATE: 25 APR 13 | TACH TIME: 1216.2 |
| I.P. NAME & #: Jun, Hon | SIGNATURE; & #: [Redacted] | NSXR816N 272 |
| 2. Carbon Monoxide Card Expired | | Replaced CO detector |
| DATE: 5/1/2013 | DATE: 5/1/2013 | TACH TIME: 1234.4 |
| I.P. NAME & #: Erlichman | SIGNATURE; & #: [Redacted] | NSXR816N 274 |
| 3. Attitude indicator not stabilized after 10+ runs. | | Ops checked Good |
| DATE: 5/6/2013 | DATE: 5/6/13 | TACH TIME: 1230.4 |
| I.P. NAME & #: Erlichman | SIGNATURE; & #: [Redacted] | NSXR816N 274 |
| 4. ON POST FLIGHT INSPECTION Landing Light INOP | | Replaced landing light P/N 4509. Operational check good. A/C returned to service. |
| DATE: 5-15-13 | DATE: 15 MAY 13 | TACH TIME: 1260.8 |
| I.P. NAME & #: PAZMINA | SIGNATURE; & #: [Redacted] | NSXR816N 1272 |
| 5. MG Squat Switch stuck in up position | | Replaced MG squat switch w/ new and adjusted per PA-28K-201 MM. Ch. 32-6000. Ops checked good. A/C work for VTS. |
| DATE: 5-17-2013 | DATE: 05/21/13 | TACH TIME: 1263.8 |
| I.P. NAME & #: Mark Stankevych | SIGNATURE; & #: [Redacted] | NSXR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| | | 903 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Comms Failed Loud sound !!! | | Replaced avionic panel, repaired mic pack wires, replaced pilot & copilot PTT. Receivers ops check good. No defects noted |
| DATE: 5-8-13 | | DATE: 5/08/2013 TACH TIME: 2833.5 |
| I.P. NAME & #: Maffei 402 | | SIGNATURE; & #: [Redacted] |
| 2. R mixture extremely hard to move | | Inspected RH mixture lever for defects. Adjusted mixture spring as necessary and cleaned mixture handle. Verified mixture ops check no defects noted Aircraft ok for return to service |
| DATE: 05-09-13 | | DATE: 5/9/13 TACH TIME: 2833.6 |
| I.P. NAME & #: Covey | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS MANOTON |
| 3. L side armrest fell off | | Attached Pilot Side Armrest. No further defects noted. Aircraft ok for return to service. |
| DATE: 05-09-13 | | DATE: 5/9/13 TACH TIME: 2833.6 |
| I.P. NAME & #: Covey | | SIGNATURE; & #: [Redacted] KOREY DICKERSON CRS MANOTON |
| 4. R.S mixture control is very sticky. | | Re-ligged Right Engine mixture to hit full rich and idle cut off. (Should Bowden cable, ops check good). A/c set for WTS |
| DATE: 5/13/13 | | DATE: 05/13/13 TACH TIME: 2846.0 |
| I.P. NAME & #: Shenton | | SIGNATURE; & #: [Redacted] DANIEL STINEL RS N3XR816 |
| 5. Flood light dimmer switch inop Flood light remains partially illuminated. | | P.O.D. Dimmer Assy. Aircraft placard inop PAR 91.2150 DAY VFR ONLY |
| DATE: 5/15/13 | | DATE: 5/15/13 TACH TIME: 2846.4 |
| I.P. NAME & #: Shenton 182 | | SIGNATURE; & #: [Redacted] |

K3UR8671

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---|--|
| PA28R | 28-44137 | NT1ZER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Needs mixture - stop | | Adjusted mixture control ops ✓ good. All work done on PA28R next to case |
| DATE: 05/23/2013 | DATE: 5-23-13 | TACH TIME: 1269.4 |
| I.P. NAME & #: Geiger | SIGNATURE; & #: [Redacted] | |
| 2. Oil pressure @ red arc during full power runup. Oil temp was ~180° or greater. | | groundrun & found oil pressure high. Adjusted oil pressure as needed. ops check good. No further defects noted |
| DATE: 5/24/13 | DATE: 5-24-13 | TACH TIME: 1274.7 |
| I.P. NAME & #: Heger | SIGNATURE; & #: [Redacted] SCOTT PARKER CRS N3XR816N | |
| 3. ATTITUDE INDICATOR INOP | | Red R Attitude Indicator As Requested. OPS Check A/E Good at this time |
| DATE: 5/25/13 | DATE: 5/26/13 | TACH TIME: 1276.0 |
| I.P. NAME & #: Houser | SIGNATURE; & #: [Redacted] N3XR816N | |
| 4. Breacon Light out | | T-Shop breacon system and replaced the breacon bulb. Questioned about good at attention to service. |
| DATE: 6-4-13 | DATE: 6-4-13 | TACH TIME: 1292.9 |
| I.P. NAME & #: Adams | SIGNATURE; & #: [Redacted] | |
| 5. Brake key in Cabin door | | Found spare key that would unlock cabin door, ops check ok |
| DATE: 6/19/13 | DATE: 6-19-13 | TACH TIME: 1336.4 |
| I.P. NAME & #: Maxwell | SIGNATURE; & #: [Redacted] N3XR816N | |

Date Ober
1578

Jim Ford ERAU 10
N3XR816N 1272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| DAU2L | 42-280 | N903 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Left engine CHT CDR #4 RUNAWAY. AFTER SHUTDOWN, Temp would not go down. (IN THE RED)</p> <p>Right engine CHT was X OUT for a few seconds AND CAME BACK TO NORMAL</p> | | <p>Performed engine warmup. Suspected to be EGT probe to vibrate from shooting. Good wings - resecured harnesses. Run both engines thru defect noted</p> |
| DATE: 06-05-2013 | | DATE: 6/5/13 TACH TIME: 2885.3 |
| I.P. NAME & #: S. Becerra | | SIGNATURE; & #: [REDACTED] |
| <p>2. Bird strike on touch down. Bird impacted top of ^{right} wing just behind leading edge. Possibly near fuel filler cap/placard.</p> | | <p>Inspected leading edge + top of right wing for damage from bird strike. None noted. No further defects noted</p> |
| DATE: 06-08-2013 | | DATE: 6-8-13 TACH TIME: 2891.9 |
| I.P. NAME & #: McConn #379 | | SIGNATURE; & #: [REDACTED] |
| <p>3. Possible GEA Problem</p> <ul style="list-style-type: none"> - #4 ^{left} EGT red X (intermittent) - When on ground door open Ann. on also intermittent | | <p>1. Removed & Replaced left engine #4 EGT probe. Ops check good. Aircraft ok for return to service</p> <p>2. Adjusted cabin door micro switch. Ops check good. No further defects noted. Aircraft ok for return to service</p> |
| DATE: 6/14-2013 | | DATE: 6/19/13 TACH TIME: 2915.6 |
| I.P. NAME & #: Watkins | | SIGNATURE; & #: [REDACTED] MOREY DICKENS JR. CRS N3XR81N |
| <p>4. Door open Annunciator in flight. Rear door lock also appears stuck.</p> | | <p>Troubleshoot door annunciator adjusted canopy switch plunger & switch - ops v good.</p> <p>Ops v rear door lock good. Aircraft ok for return to service</p> |
| DATE: 6-20-13 | | DATE: 6/21/13 TACH TIME: 2916.8 |
| I.P. NAME & #: Luethi | | SIGNATURE; & #: [REDACTED] |
| <p>5. Door open ANNUNCIATOR IN flight again.</p> | | <p>Found left rear baggage door latch loose. Adjusted to meet. ops check good. No further defect noted.</p> |
| DATE: | | DATE: 6-24-13 TACH TIME: 2919.9 |
| I.P. NAME & #: S. Becerra | | SIGNATURE; & #: [REDACTED] SCOTT PARKER CRS N3XR81N |

N3XR81N 1578

Dave User N3XR81N

ERAN 10

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| P28-201R | 2844237 | N 712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Oil filler access Door hinges broken. | | Removed & Replaced oil door hinge. Ops check good no further defects noted. Aircraft OK for return to service. |
| DATE: 06-26-2013 | | DATE: 6/26/13 TACH TIME: 1363.6 |
| I.P. NAME & #: Vargas/021 | | SIGNATURE; & #: [Redacted] KOREY DICKERSON |
| 2. Oil noticed on bottom of the engine. | | Remove 60W/100 engine oil. Remove engine hoses & cleaned both crankcase & turbocharger. High temp oil & torque bolt Runup leak checked. |
| DATE: 06-27-2013 | | DATE: 6/27/13 TACH TIME: 1363.6 |
| I.P. NAME & #: Stankevych | | SIGNATURE; & #: [Redacted] |
| 3. Rejected T/O High oil pressure (95-100psi) oil temp normal (180°) Same problem as 710ER 6-27-2013 | | PERFORMED EXTENSIVE GROUND RUN, OIL TEMP 195-200, OIL PRESS. INDICATING AT TOP AREA OF GREEN ARC (APPROX. 85-90 PSI). NO DISCREPANCIES NOTED. |
| DATE: 06-28-2013 | | DATE: 6/28/2013 TACH TIME: 1363.9 |
| I.P. NAME & #: Lewis | | SIGNATURE; & #: [Redacted] |
| 4. Aborted takeoff. Oil pressure top of yellow Arc touching Red line. Check during runup was good. | | Do oil pressure out one full turn. Good run 1/2, brought oil temp to normal operating temps (approx 200°). Oil pressure at static RPM is at top of green arc (approx 85-90psi), at idle oil pressure at bottom of green arc (approx 55-60 psi). No defects noted at the time. All pressures & temps within limits per Piper Air Manual. |
| DATE: 07-02-2013 | | DATE: 7-2-13 TACH TIME: 1373.9 |
| I.P. NAME & #: Henderson | | SIGNATURE; & #: [Redacted] Steve Johnson |
| 5. after flight oil was down the bottom all the way to the tail hook. | | Inspected the tail area for it to be hydraulic lines. Checked hyd powerpack & secured. Checked & secured powerpack. Performed gear retraction (multiple). |
| DATE: 7-3-2013 | | DATE: 7/3/13 TACH TIME: 1373.9 |
| I.P. NAME & #: Jaffer | | SIGNATURE; & #: [Redacted] |

The defect noted

Dave Ure
 N3XR81CN
 1572

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| D742L | 42280 | N905R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Dead Battery | | Started engines noticed high amp draw on battery. Re-charged battery to minimum amp draw. Attempted engine restarts, no defects noted. Ops Check good. Aircraft OK for return to service. |
| DATE: 7-5-12 | | DATE: 7/5/12 TACH TIME: 2925.2 |
| I.P. NAME & #: Barry 435 | | SIGNATURE; & #: [REDACTED] KOREY DICKERSON CRS MAINTENANCE |
| 2. ① Flaps Up (Green) Light inop - Flaps function normally | | Relamped indicator checked OK. |
| DATE: 07-06-2013 | | DATE: 7/6/13 TACH TIME: 2926.2 |
| I.P. NAME & #: Loneragan | | SIGNATURE; & #: [REDACTED] N3XR816N |
| 3. ② Canopy will not lock - tried multiple times w/ both keys | | Door locked - tumbler will turn 360° but door will lock |
| DATE: 07-06-2013 | | DATE: 7/6/13 TACH TIME: 2926.2 |
| I.P. NAME & #: Loneragan | | SIGNATURE; & #: [REDACTED] N3XR816N |
| 4. Left engine top exhaust fin broken. Please rivet. Noticed on preflight. | | Repaired Broken cowling fin |
| DATE: 06-08-2013 | | DATE: 7/8/13 TACH TIME: 2926.7 |
| I.P. NAME & #: Geiger 316 | | SIGNATURE; & #: [REDACTED] |
| 5. Canopy won't lock. | | used correct key, locked, unlocked and locked canopy door latch. Ops ✓ good. |
| DATE: 07-09-13 | | DATE: 7-9-13 TACH TIME: STRAUSS |
| I.P. NAME & #: Crandall H. 491 | | SIGNATURE; & #: [REDACTED] N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|---|---|
| PA28R | 28-44137 | N712 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Landing light won't turn on | | <p>Replaced landing lights. Ops check good. A/c returned to service.</p> <div style="text-align: right; border: 1px solid black; padding: 2px;"> Jim Ford ERAU 10 N3XR816N 1272 </div> |
| DATE: 8/Jul/13 | DATE: 08/Jul/13 | TACH TIME: 1387.7 |
| I.P. NAME & #: Student Villarini, J | SIGNATURE; & #: [REDACTED] | |
| 2. Nose gear bulb burned out | | <p>Inst. new bulb in NO down light socket, operational check good.</p> |
| DATE: 07-26-2013 | DATE: 7-26-13 | TACH TIME: 1421.1 |
| I.P. NAME & #: J. Smith | SIGNATURE; & #: [REDACTED] | |
| 3. Landing light Burnt out. | | <p>Replaced the landing light with new bulb. Ops check good. A/c returned to service.</p> <div style="text-align: right; border: 1px solid black; padding: 2px;"> Jim Ford ERAU 10 N3XR816N 1272 </div> |
| DATE: 9-26-13 | DATE: 26 Sept 13 | TACH TIME: 1522.6 |
| I.P. NAME & #: Kuchyt | SIGNATURE; & #: [REDACTED] | |
| 4. Left Brake pads worn down. Weak response. | | <p>Removed & Replaced LMG brake pads. Ops check good no further defects noted. Aircraft ok for return to service.</p> |
| DATE: 10-7-13 | DATE: 10/1/13 | TACH TIME: 4854.7 |
| I.P. NAME & #: Alimena | SIGNATURE; & #: [REDACTED] KOREY DICKERSON | |
| 5. Possible Hydro Leak for GEAR. | | <p>Placed A/c on jacks & performed a leak check on the hydraulic system. Rechecked struts, shim-nuts & all Brn's to pump. No further leaks found. Serviced the Power Boost with 58cc fluid. A/c returned to service.</p> <div style="text-align: right; border: 1px solid black; padding: 2px;"> Jim Ford ERAU 10 N3XR816N 1272 </div> |
| DATE: 10-3-2013 | DATE: 03 Oct 13 | TACH TIME: 7558.4 |
| I.P. NAME & #: WELCH. | SIGNATURE; & #: [REDACTED] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---------------------------|--|
| PIPER PA28 | 44137 | N7120R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Electrical failure in flight. GMX200 starter whining and squeal on headset & comms. No low volts lights. No circuit breaker trip. Jump started aircraft at EPIC while to start on own power. | | Inspected alternator belt, no defects noted. Battery voltage before start 12.5 VDC & after 12.7 VDC. Voltage regulator outputting 13.6-13.7 VDC. No further defects noted. |
| DATE: 10-12-13 | DATE: 10-12-13 | TACH TIME: 1558.6 |
| I.P. NAME & #: Rozendool | SIGNATURE; & #: | |
| 2. Oil door separated from airplane during taxi in. | | Replaced the oil door that was missing. No other defects noted. A/c returned to service. |
| DATE: 10-14-2013 | DATE: 14 Oct 13 | TACH TIME: 1560.5 |
| I.P. NAME & #: Cairns OS7 | SIGNATURE; & #: | |
| 3. Sky in the stabilator | | Replaced stabilator mount bushings. Ops check good. no other defects noted. A/c on for return to service. |
| DATE: 10/16/13 | DATE: 10/16/13 | TACH TIME: 1561.0 CABLOS ELIAS |
| I.P. NAME & #: Z. Coetz | SIGNATURE; & #: N3XR816N | |
| 4. on main door small piece of metal causing door to jam also very sharp could cut someone | | Filed metal pieces on door frame & door & bent into place. Door opens & closes fine. No further defects noted. |
| DATE: 10/19/13 | DATE: 10-19-13 | TACH TIME: 1562.8 |
| I.P. NAME & #: Mathis | SIGNATURE; & #: | |
| 5. Found 1/2 gear hydraulic fluid leak during the pre-flight | | Replaced power pack feed line. Op checks good. No further defects noted. |
| DATE: 10-22-2013 | DATE: 10-22-13 | TACH TIME: 1573.8 |
| I.P. NAME & #: Kin. C 191 | SIGNATURE; & #: | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R-201 | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Hydraulic fluid under fuselage. possible power pack leak | | Lead was from prior flight. Checked off all fluid on belly + inside around power pack. Power Pack was dry prior to charging. A/C return to service. <small>Jim Ford ERAU 70</small> |
| DATE: 10/23/13 | | DATE: 23 Oct 13 TACH TIME: N3XR816A 1975.8 |
| I.P. NAME & #: Z. Getz | | SIGNATURE; & #: [REDACTED] |
| 2. Battery Dead | | Performed standard start procedure. Performed engine run up to charge up battery. Operational checks good. No defects noted |
| DATE: 10/26/13 | | DATE: 10/26/2013 TACH TIME: 1985.8 |
| I.P. NAME & #: Z. Getz | | SIGNATURE; & #: [REDACTED] |
| 3. Battery Dead | | Replaced battery with new battery. Performed engine run up for operational check of battery + charging system. No defects noted. A/C return to service. <small>Jim Ford ERAU 10</small> |
| DATE: 10-28-2013 | | DATE: 28 Oct 13 TACH TIME: N3XR816N 1987.3 |
| I.P. NAME & #: Watkins | | SIGNATURE; & #: [REDACTED] |
| 4. MAG Compass Pull out of housing on climbout. can't find swiz card. | | Installed mag compass back in mag housing. Mag compass ops check good. A/C ok for return to service |
| DATE: 10-31-2013 | | DATE: 10/31/13 TACH TIME: 1598.5 |
| I.P. NAME & #: Rosenblatt | | SIGNATURE; & #: [REDACTED] |
| 5. Windshield scoop broke during taxi. Piece fell off on taxiing | | Removed/Replaced cabin window air scoop. Ops Check good no further defects noted A/C ok for return to service. |
| DATE: 10-31-2013 | | DATE: 10/31/13 TACH TIME: 1598.5 |
| I.P. NAME & #: Rosenblatt | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|--|
| PA28R | 2844137 | N712FR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Right Brake Very mushy - | | Right brake system was bled of any air and fluid (50.06) was serviced. Operation check was good. A/C returned to service. <div style="text-align: right; font-size: small;">Jim Ford ERAU 76 N3XR816N 272</div> |
| DATE: 2 Oct 13 | DATE: 18 Nov 13 | TACH TIME: 1626.4 |
| I.P. NAME & #: 11/16/13 | SIGNATURE; & #: [REDACTED] | |
| 2. Right Actuator Leaking at the elbow | | Replaced the fitting at actuator that was leaking - performed a leak check passing gen. No further work noted. A/C returned to service. <div style="text-align: right; font-size: small;">Jim Ford ERAU 76 N3XR816N 272</div> |
| DATE: 11/16/13 | DATE: 18 Nov 13 | TACH TIME: 1626.4 |
| I.P. NAME & #: 2 Oct 13 | SIGNATURE; & #: [REDACTED] | |
| 3. Piece of Metal Bent up just aft of door opening 6" from top. | | Re-secured door jamb sheet metal & filed. No further details noted cabin door ops. Check good, aircraft ok for return to service. |
| DATE: 12-07-2013 | DATE: 12/3/13 | TACH TIME: 1649.5 |
| I.P. NAME & #: GARNER | SIGNATURE; & #: [REDACTED] ROSEY DICKERSON CRS N3XR816N | |
| 4. When opening door after landing, metal piece fell out. | | Re-installed the strip to door lead. Operation check good. A/C returned to service. <div style="text-align: right; font-size: small;">Jim Ford ERAU N3XR816N</div> |
| DATE: 12-17-13 | DATE: 17 Dec 13 | TACH TIME: 1678.0 |
| I.P. NAME & #: Knickerbocker/Bremer | SIGNATURE; & #: [REDACTED] | |
| 5. GEAR UNLOCKS, RIGHT MAIN GEAR LIGHT DID NOT ILLUMINATE, GEAR NOISE ON WITH FWR REDUCTION AND ADDITION OF FLAPS | | Placed Aircraft on jacks found RT MG Down limit switch to be intermittent. Repaired and replaced RTMG down limit switch with new. Objects Good |
| DATE: 1/3/2014 | DATE: 1/3/14 | TACH TIME: 1698.9 |
| I.P. NAME & #: STOVER 242 | SIGNATURE; & #: [REDACTED] BOBBY NATE CRS N3XR816N | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|--|
| PA 2812 | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Oil door missing on post flight | | Installed a new oil door. No other defects noted. A/C returned to service. <div style="text-align: right; font-size: small;">Jim Ford ERAU 10 N3XR016N 1272</div> |
| DATE: 1-8-14 | DATE: 08/14/14 | TACH TIME: 1627.9 |
| I.P. NAME & #: Rozendal | SIGNATURE; & #: [REDACTED] | |
| 2. Mag check Fail on Left Mag. | | Performed burn up & T mag drop 100 RPM all engine parameters normal. Aircraft approved for return to service. |
| DATE: 1-10-14 | DATE: 1-10-14 | TACH TIME: 1702.1 |
| I.P. NAME & #: Okunich, Aral | SIGNATURE; & #: [REDACTED] BOBBY NATE CRS JXR016N | |
| 3. Mag check failed on left mag during engine run-up. | | Performed burn off procedure. could not duplicate discrepancy. no other defects noted. A/C OK for return to service. |
| DATE: 1-13-14 | DATE: 1/13/14 | TACH TIME: 1704.4 |
| I.P. NAME & #: COHEN | SIGNATURE; & #: [REDACTED] CARLOS ELIAS N3XR016N | |
| 4. FLAP OVERSPEED 10" ABOVE 103 KTS | | Inspected the flap & surrounding areas for any damage from ground. No damage noted. A/C returned to service. <div style="text-align: right; font-size: small;">Jim Ford ERAU 10 N3XR016N 1272</div> |
| DATE: 01-14-14 | DATE: 01/14/14 | TACH TIME: 1705.7 |
| I.P. NAME & #: URRANSKI | SIGNATURE; & #: [REDACTED] | |
| 5. Hard landing. Landing gear enough to show at the left main tire | | Distorted built up on LMG. Performed hard landing test. No defects noted. Performed gear retraction, extension & gear opening extension tests. Satisfactory. <div style="text-align: right; font-size: small;">N3XR016N 1272</div> |
| DATE: 01-18-2014 | DATE: 1/18/14 | TACH TIME: 1708.0 |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |

N3XR016N 1272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 2844137 | 712 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Prop overspeed for 1 sec less than Just over redline | | Inspected AC IHW Lycoming SB-369L found overspeed to be less than 5% & 3 sec. Perform inspection and approved for return to service. No faults found. |
| DATE: 01-17-2014 | | DATE: 1/17/14 TACH TIME: 1720.0 |
| I.P. NAME & #: Galloway | | SIGNATURE; & #: BOBBY NATE CRS N3XR816N |
| 2. Stabilator loose on preflight | | Removed & Replaced locking hardware for stabilator & torqued I.W. Piper SM to 90 in lbs. No further defects noted, stabilator ops check good A/C OK for return to service. |
| DATE: 01-20-2015 | | DATE: 1/20/14 TACH TIME: 1726.6 |
| I.P. NAME & #: Quinlan | | SIGNATURE; & #: Korey Dickerson ERAU 45 N3XR816N 1619 |
| 3. | | |
| DATE: 1-23-2014 | | DATE: TACH TIME: |
| I.P. NAME & #: Eager | | SIGNATURE; & #: |
| 4. Attitude indicator tumbling, gave it 10 minutes, still did not become erect. | | Inspected and found central vac filter installed backwards. Removed and installed in proper direction. ops check of attitude indicator good. A/C OPERABLE. |
| DATE: | | DATE: 1-23-14 TACH TIME: 1734.5 |
| I.P. NAME & #: | | SIGNATURE; & #: SCOTT PARKER CRS N3XR816N |
| 5. Moderate chop during maneuvers. Aircraft violently dropped the nose due to turbulence IP thinks AS exceeded gear maneuvering at 140KTS No more than a few seconds | | Inspected landing gear & gear doors for defects from VLE. No defects found A/C OK for return to service |
| DATE: 01-25-2014 | | DATE: 1/25/14 TACH TIME: 1741.9 |
| I.P. NAME & #: Brodner | | SIGNATURE; & #: Korey Dickerson ERAU 45 N3XR816N 1619 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---|--|
| PA28R | 28-44137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Engine Overspeed 2750 RPM. | | <p>Overspeed was only a momentary overspeed. was less than 5% of red power which is 2835 RPM's. Inspected engine mounts & propeller as outlined in the Prop. Maint. Manual; despite 5-50-00. A/C is good for return to service.</p> <div style="text-align: right; font-size: small;"> Jim Ford ERAU 1 N3XR816N 1272 </div> |
| DATE: 02-30-2014 | DATE: 10 Feb 14 | TACH TIME: 1756.8 |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |
| 2. Attitude Indic. Vumbled after 10 min. tried low RPM made it tumble less than High RPM (Vacuum Related) | | <p>Started A/C attitude indicator aligned & erected fine with no defects noted. Attitude indicator ops check good at this time A/C OK for return to service.</p> |
| DATE: 2-11-2014 | DATE: 2/11/14 | TACH TIME: 1763.6 |
| I.P. NAME & #: Zimmerman, Andre | SIGNATURE; & #: [REDACTED] Korey Dickerson ERAU 45 N3XR816N 1619 | |
| 3. Gear Warning System needs adjustment | | <p>Adjusted volume output of GWS MBA sock 2. NO defects noted.</p> |
| DATE: 2/19/2014 | DATE: 2/18/2014 | TACH TIME: 1776.9 |
| I.P. NAME & #: Cobby | SIGNATURE; & #: [REDACTED] | |
| 4. Tail scrape | | <p>Inspected the tail & surrounding area for any damage from tail scrape. No damage noted. A/C return to service.</p> <div style="text-align: right; font-size: small;"> Jim Ford ERAU 1 N3XR816N 1272 </div> |
| DATE: 3/6/14 | DATE: 06 MAR 14 | TACH TIME: 1797.6 |
| I.P. NAME & #: Conway | SIGNATURE; & #: [REDACTED] | |
| 5. Flight controls very stiff with limited movement after 1/0 | | <p>Cleared CO pilot & Pilot yoke shaft NO further defects noted yoke ops check good A/C ok for return to service</p> |
| DATE: 3/8/14 | DATE: 3/8/14 | TACH TIME: 1803.7 |
| I.P. NAME & #: Gonzalez | SIGNATURE; & #: [REDACTED] Korey Dickerson ERAU 45 N3XR816N 1619 | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|---|
| PA28R | 28-44137 | N7125B |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Airworthiness torn in half to top left portion missing. MX Taped back together. Document missing tail number.</p> | | <p>Gal replacement Certificate from FAA & installed in Aircraft</p> |
| DATE: 3-8-14 | DATE: 3-10-14 TACH TIME: 1504.9 <small>Jack Ho... ERAU 2 5959</small> | |
| I.P. NAME & #: Rozendaal | SIGNATURE; & #: | |
| <p>2. Check landing gear annunciate Not playing through headphones. It can only be heard through speaker behind dash.</p> | | <p>Performing ground tested gear announcement system to determine if voice annunciate will be heard in gear console</p> |
| DATE: 3-13-2014 | DATE: 3/13/14 TACH TIME: 1816.8 | |
| I.P. NAME & #: Moshinski | SIGNATURE; & #: | |
| <p>3. </p> | | <p>and coming down to 300 ft AGL. All work done PA28R with manual + ALCCong Distraction Monitor Gear Act System</p> |
| DATE: | DATE: 3/13/14 TACH TIME: 1816.8 | |
| I.P. NAME & #: | SIGNATURE; & #: | |
| <p>4. Oil door flew off on takeoff.</p> | | <p>Installed new oil door hinge and striker plate. ops check good. Me usok for RT</p> |
| DATE: 3-14-14 | DATE: 03/14/14 TACH TIME: 1820.7 | |
| I.P. NAME & #: Moshinski | SIGNATURE; & #: | |
| <p>5. Attitude indicator tumbles would not become erect within 5min</p> | | <p>Inspected the vacuum lines on attitude indicator. Informal operator check of indicator. AI upright within a couple of minutes. Operator check good. AIC return to power.</p> |
| DATE: | DATE: 21 MAR 14 TACH TIME: 1824.0 <small>Jim Ford ERAU 10 1212</small> | |
| I.P. NAME & #: | SIGNATURE; & #: | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|---|
| 100 PAGE | 100 2844131 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Attitude Indicator flutters. Multiple Runups, Air Vacuum ON. 20mins on and Att indicator still fluttering freely. | | Replaced Attitude indicator. Cps check of attitude indicator gear. A/C OK for 1255. |
| DATE: 3-27-2014 | DATE: 3-27-14 | TACH TIME: 1846.4 |
| I.P. NAME & #: Lewis | SIGNATURE; & #: [Redacted] | SCOTT PARKER CRS N3XR816N |
| 2. Gear would not retract on takeoff. Annunciator system good. Circuit breaker did not pop for pump. | | Placed A/C on yacks & inspected gear. Found emergency relief valve in the down position. Moved to up position gear cps check good. A/C OK for return to service. |
| DATE: April 9th / 2014 | DATE: 4/9/14 | TACH TIME: 1582.8 |
| I.P. NAME & #: CHRUSZCZ | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 3. Oil Door will not stay down | | Secured the oil door striker plate & replaced rivets in oil door hinge & ops oil door good. |
| DATE: 4/11/2014 | DATE: 4/11/14 | TACH TIME: 1891.1 |
| I.P. NAME & #: Meschinski | SIGNATURE; & #: [Redacted] | |
| 4. LMG Hydraulic actuator leaking fluid. | | Removed & Replaced LMG actuator. No further defects noted. Gear swing ops check good. A/C OK for return to service. |
| DATE: 04/12/14 | DATE: 4/13/14 | TACH TIME: 1897.2 |
| I.P. NAME & #: Malloy | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 5. Brake pedals level too far for effective braking. Not enough braking power. | | Inspected the brake system. Found brake linings glazed over. Re-glazed linings and then tested aircraft to operation. Check brake system for defects. A/C OK for return to service. |
| DATE: 04/24/14 | DATE: 24 APR 14 | TACH TIME: 1919.9 |
| I.P. NAME & #: Malloy | SIGNATURE; & #: [Redacted] | Jim Ford ERAU 45 N3XR816N 1619 |

DISCREPANCY RECORD

R - RECHECK & REMARK





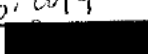

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|---|---|
| PA28R | 28-44137 | N 7125R |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Aircraft interior smells particularly bad. Entire right seat and floor carpeting soaked. Smells of mold.</p> | | <p>Removed carpet and dried. Cleaned interior sprayed with Lysol. Reinstalled carpet. Inspected + checked belly drain holes. A/C returned to service.</p> <div style="text-align: right; font-size: small;"> Jim Ford ERAU 10 N3XR816N 1610 </div> |
| DATE: 5/05/14 | DATE: 06 May 14 TACH TIME: 1939.3 | |
| I.P. NAME & #: Malley | SIGNATURE; & #: [Redacted] | |
| <p>2. Hobbs meter may or may not be working. T/O and Landings in. 50 50 traffic DAB- Pump in .3. Tach says .6....</p> | | <p>Verified hobbs meter operation. Hobbs ops check good. Run engine to 6226.1, A/C OK for return to service.</p> |
| DATE: 5-7-2014 | DATE: 5/7/14 TACH TIME: 1944.5 | |
| I.P. NAME & #: Bove | SIGNATURE; & #: [Redacted] Korey Dickerson ERAU 45 N3XR816N 1610 | |
| <p>3. Oil leak under engine</p> | | <p>Inspected engine for oil leaks. Found oil to be old residue oil. Cleaned oil & performed engine run up. No oil leaks noted after engine run up. A/C OK for return to service.</p> |
| DATE: 5-12-2014 | DATE: 5/12/14 TACH TIME: 1956.8 | |
| I.P. NAME & #: Boom | SIGNATURE; & #: [Redacted] Korey Dickerson ERAU 45 N3XR816N 1610 | |
| <p>4. _____</p> | | <p>_____</p> |
| DATE: _____ | DATE: _____ TACH TIME: _____ | |
| I.P. NAME & #: [Redacted] | SIGNATURE; & #: _____ | |
| <p>5. Radio 1 In op / IP side radio off control 9/14</p> | | <p>Performed comm checks on Comms 1&2 no defects noted all comm ops checks good. Re-attached cockpit PTT assembly no further defects noted. A/C OK for return to service.</p> |
| DATE: 5/13/14 | DATE: 5/13/14 TACH TIME: 1958.9 | |
| I.P. NAME & #: _____ | SIGNATURE; & #: [Redacted] Korey Dickerson ERAU 45 N3XR816N 1610 | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | N712ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Grip tape coming off near leading edge. | | Re-secured wing walk with adhesive & allowed to cure. No further defects noted. A/C OK for return to service. |
| DATE: 5-21-14 | | DATE: 5/21/14 TACH TIME: 1983.6 |
| I.P. NAME & #: Moshinski | | SIGNATURE; & #:  <small>Korey Dickerson ERAU 4B N3XR816N 1048</small> |
| 2. Left wing bonding strap detached | | ATR bonding strap. ops check good. no other defects noted. A/C OK for return to service. |
| DATE: 5-24-14 | | DATE: 5/25/14 TACH TIME: 1994.6 <small>N3XR816N</small> |
| I.P. NAME & #: DesRocues (Hereijers) | | SIGNATURE; & #:  |
| 3. ① Gear overspeed 131 kts in descent with gear extended for appx. 2-3 seconds | | inspected the gear & gear doors for any damage from overspeed. No damage found. A/C returned to service. |
| DATE: 06-06-2014 | | DATE: 06 Jun 14 TACH TIME: 2039.5 |
| I.P. NAME & #: McCann #379 | | SIGNATURE; & #:  |
| 4. ② Broken Key. (Broken piece removed from lock) | | Replaced Broken Key. A/C returned to service. |
| DATE: 06-06-2014 | | DATE: 06 Jun 14 TACH TIME: 2039.5 |
| I.P. NAME & #: McCann #379 | | SIGNATURE; & #:  |
| 5. Oil Door latch broken, opens repeatedly in flight | | TEMP. REPAIRED OK FOR RETURN FLIGHT! |
| DATE: 06.06.2014 | | DATE: 6-7-14 TACH TIME: 2042.5 |
| I.P. NAME & #:  | | SIGNATURE; & #:  |

Fixed Oil Valve. Replaced oil latch door. OK for return to service.

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA28R | 28-44137 | 28-44137 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. LANDING GEAR FAILED TO IMMEDIATELY EXTEND; GEAR MOTOR CLICKS IN APPROX. 1 MIN AFTER PLACING GEAR SELECTOR DOWN. NO UNSAFE INDICATIONS | | Jacked the aircraft. Inspected gear actuators & power pack. No defects noted. Serviced hyd gear reservoir. |
| DATE: 6-11-2014 J. VARGAS | | DATE: 6/11/14 TACH TIME: 2052.8 |
| I.P. NAME & #: J. VARGAS #021 | | SIGNATURE; & #: [Redacted] |
| 2. DISCREPANCY | | with MIL-H-5606 & secured disassembled. Performed gear retraction & extension & emergency extension & gear oil. ✓ good. ALL SYSTEMS OK. |
| DATE: [Redacted] | | DATE: 6/11/14 TACH TIME: 2052.8 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |
| 3. Garmin 430 #1 screen faded during course of the flight. | | Reset auto dimming display. Performed operational checks. No defects noted. |
| DATE: 6/12/14 | | DATE: 6/13/2014 TACH TIME: 2056.1 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |
| 4. Engine oil leak drip on bottom of engine | | Performed pre-run up inspection followed by run up. Found old residual oil stains cleaned up affected areas & performed run up followed by post-run up inspection. No defects noted. Aircraft good for return to service. |
| DATE: 6/14/14 | | DATE: 6/15/14 TACH TIME: 2058.9 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |
| 5. Garmin 430 #2 Screen Faded during Course of flight | | Rechecked GWS A30 #2. Performed system reset and ops check & ran GWS A30. Inset map. Rechecked. No defects noted. |
| DATE: 6/16/14 | | DATE: 6/16/2014 TACH TIME: 2062.6 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |

Jacques D: Philippe ERAU 06

6/13/2014 2056.1

6/15/14 2058.9

Jacques D: Philippe ERAU 06

6/16/2014 2062.6

1578

1578

1578

1578

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|-------------------------------------|---|
| DA28 | 4428137 | N712ER N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Left yoke bushing pulled out (pilot side) noted on preflight. | | Reinstalled the control wheel collar. A/C returned to service. <div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">Jim Ford ERAU 1 N3XR816N 1272</div> |
| DATE: 06-18-2014 | DATE: 18 June 14 TACH TIME: 2068.4 | |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [REDACTED] | |
| 2. RIGHT YOKE BUSHING MOVING WHEN TURNING LEFT & RIGHT MAINTENANCE CHECKED ON PREFLIGHT | | Inspected the yoke & cleaned & lubed the yoke bushing tops. Flight controls good. |
| DATE: 06-18-2014 | DATE: 18 June 14 TACH TIME: 2068.4 | |
| I.P. NAME & #: Marcus J. | SIGNATURE; & #: [REDACTED] | |
| 3. Brakes weak | | Bled brake system, no air found in system. Serviced brake hyd reservoir. Replaced 4R brake pads. Brakes OPS ✓ satisfaction. |
| DATE: 7-17-14 | DATE: 7-17-14 TACH TIME: 2074.0 | |
| I.P. NAME & #: Covey | SIGNATURE; & #: [REDACTED] ERAU-22 | |
| 4. NAV/COM 2 says data card failure; unable to crossfill from NAV 1. | | Re-loaded NAV DATA card 1408. NO error MSGS noted |
| DATE: 07-24-2014 | DATE: 7-24-14 TACH TIME: 2078.9 | |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [REDACTED] N3XR816N | |
| 5. Deviation of about -260ft on the altimeter | | Found barometric pressure out of adjustment. Readjusted Hg ops ✓ good |
| DATE: 07-26-2014 | DATE: 7/26/14 TACH TIME: 2085.0 | |
| I.P. NAME & #: Chewy | SIGNATURE; & #: [REDACTED] | |

N3XR816N
Dave Ober
ERAU

COLE MUEHLFELDER
N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| PA28 | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Both Main Gear Struts Appear Low. Hard Landing did NOT occur. | | Serviced both main gear struts with nitrogen. No leaks found. AK return to service. <div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> Jim Ford ERAU 10 N3XR816N 1272 </div> |
| DATE: 07-31-2014 | DATE: 8/1/14 | TACH TIME: 2096.4 |
| I.P. NAME & #: J. Lanza | SIGNATURE; & #: [Redacted] | |
| 2. GPS 2 failed to acquire satellites when GPS 1 had full bars. Turned off for same results. | | Performed operational test of GPS-1 & GPS-2 they each acquired nine of the same satellite signals. No further defects noted aircraft approve for return to service. End. <div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> BOBBY NATE CRS N3XR816N </div> |
| DATE: 8-1-14 | DATE: 8/1/14 | TACH TIME: 2099.4 |
| I.P. NAME & #: Moshinski | SIGNATURE; & #: [Redacted] | |
| 3. Right Main Strut leaking oil. | | Resealed & serviced strut. |
| DATE: 8-6-14 | DATE: 8/6/14 | TACH TIME: 2103.4 |
| I.P. NAME & #: Tolson | SIGNATURE; & #: [Redacted] | |
| 4. VSI not accurate, shows random info, inop. | | Replaced VSI ops check IAW FAR 43 Appx E(e)(c). No defects noted. |
| DATE: 8-19-2014 | DATE: 8/20/2014 | TACH TIME: 2104.6 |
| I.P. NAME & #: DesRoches | SIGNATURE; & #: [Redacted] | |
| 5. Someone painted the pitot mast. | | ops check pitot system IAW FAR 43 Appx E(e)(c) No defects noted. |
| DATE: 8-19-2014 | DATE: 8/20/2014 | TACH TIME: 2104.6 |
| I.P. NAME & #: DesRoches | SIGNATURE; & #: [Redacted] | |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| DA28 | 2844137 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. After turning master BATT Fuel pump is not running. Noted zero sound and no indication of fuel flow. | | Replaced the fuel pump. Bled fuel system and leak checked. Operation checked good. All returned to service. |
| DATE: 08-21-2014 | | DATE: 21 Aug 14 TACH TIME: 2107.8 |
| I.P. NAME & #: Chung | | SIGNATURE; & #: [REDACTED] |
| 2. Key broke in the door. ☹️ | | Found matching key + filed key + ops good in door lock good |
| DATE: 8-22-2014 | | DATE: 8/22/14 TACH TIME: 2112.1 |
| I.P. NAME & #: Flowers | | SIGNATURE; & #: [REDACTED] |
| 3. GPS 2 Failed to acquire all satellites only 1 full bar with "POOR SIGNAL" message. Reset upon landing. GPS1 is ok but GPS2 not acquiring. No exterior damage on antennas | | Placed on edge in WP. (aircraft scheduled for refurbishing) saw FAA 91213(d) no other defects noted at this time. |
| DATE: exterior damage on antennas 08-28-2014 | | DATE: 8/28/2014 TACH TIME: 2116.1 |
| I.P. NAME & #: DAVID | | SIGNATURE; & #: [REDACTED] |
| 4. FCF Flight Avionics good ☺️ | | Flight home everything checks good, no defects noted |
| DATE: 10/9/14 | | DATE: 10/9/14 TACH TIME: 2120.4 |
| I.P. NAME & #: Denton | | SIGNATURE; & #: [REDACTED] |
| 5. GPS DATA BASE EXP | | loaded nav data base 1411. |
| DATE: 10/9/14 | | DATE: 10-10-14 TACH TIME: 2120.4 |
| I.P. NAME & #: Parker | | SIGNATURE; & #: [REDACTED] |

Jim Ford EFAU 10
N3XR916N 272

Dave Oker EFAU 16

Jacques DiPhilippe EFAU 26

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA25 | 284137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. PFD GDC airspeed showing 10kts less than standby airspeed indicator. Judging by power settings, the standby airspeed is CORRECT, the PFD is INCORRECT | | Replaced GDC 74A Performance system ops check FAV FAR 13 (pdx Rec) and FET. No defects noted. |
| DATE: 10-13-2014 | | DATE: 10/14/2014 TACH TIME: 214000 |
| I.P. NAME & #: Kline | | SIGNATURE; & #: [Redacted] |
| 2. Switch lights inop. | | ops checked switch lights No defects noted. (note: switch light comes on w/ autoards on.) No defects noted. |
| DATE: 10/27/14 | | DATE: 10/27/2014 TACH TIME: 214003 |
| I.P. NAME & #: Moshinski | | SIGNATURE; & #: [Redacted] |
| 3. Both dome lights inop. | | Scanned dimmer switch performed dome lights ops check. No defects noted. |
| DATE: 10/27/14 | | DATE: 10/27/2014 TACH TIME: 214007 |
| I.P. NAME & #: Moshinski | | SIGNATURE; & #: [Redacted] |
| 4. Flap overspeed 106 kts for 4 seconds | | Inspected flap & surrounding structure for damage. None noted. ops check of flap movement good. No other defects noted. AIC ok for PFR. |
| DATE: 10/28/14 | | DATE: 10-28-14 TACH TIME: 214411 |
| I.P. NAME & #: Do | | SIGNATURE; & #: [Redacted] SCOTT PARKE |
| 5. Oil puddle under nose. Excessive oil in nose compartment compartment | | Performed engine run up & inspected engine for oil leaks. No leaks noted suspect oil found on ground was from oil breather. AIC ok for return to service. |
| DATE: 10/28/14 | | DATE: 10/28/14 TACH TIME: 214411 |
| I.P. NAME & #: Kline | | SIGNATURE; & #: [Redacted] Corey Dickerson ERAU 45 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| | 2844137 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Oil leaking from hub into window during Runup. Filled oil before flight to 6qt. Price was below</p> | | <p>Inspected the propeller and found grease being slung. No oil visible. Inspected fuses for bleed shutoff. No defects found. Ground running, cooling & windover of prop grease. No oil to service.</p> <div style="text-align: right; font-size: small;"> Jim Ford ERAU 10 N3XR816N 3 122 </div> |
| DATE: 11/4/2014 | | DATE: 04/Nov/14 TACH TIME: |
| I.P. NAME & #: Lambert | | SIGNATURE; & #: [Redacted] |
| <p>2. Oil cap broke off from a/c on ground @ 7R/3. No damage to a/c as a result.</p> | | <p>Installed new oil door & hinge ops check good. No further defects noted. A/c ok for return to service.</p> |
| DATE: 11-04-2014 | | DATE: 11/4/14 TACH TIME: 2161.0 |
| I.P. NAME & #: Spencer | | SIGNATURE; & #: [Redacted] Corey Dickerson ERAU 45 N3XR816N 1819 |
| <p>3. Fuel leaking from left sump and also aft of that. Blue dye visible</p> | | <p>REPLACED SUMPS. FOUND LEAK AT VENTURINE ALAMP/RUN-IN. RESEALED LEAK AREA. FUELED AND LEAVE CHECKED - NO LEAKS NOTED</p> <div style="text-align: right; font-size: small;"> Blair Drlamer ERAU 35 N3XR816N 0196 w/o 201405948 </div> |
| DATE: 11-13-14 | | DATE: 11/18/14 TACH TIME: 2184.0 |
| I.P. NAME & #: Moshinski | | SIGNATURE; & #: [Redacted] |
| <p>4. During runup R mag drop about 100-125 rpm. Left Mag drop about 10-20 rpm</p> | | <p>Engine rpm drop would not exceed ~10-30 rpm on the left magno to with both magno to engine, and internal magno timing both set to manufacturer's specifications. Replaced left magno P/N 4372 S/N 11050261 with replacement magno P/N 4372 S/N 13050212. Upon installation of the replacement magno during the run up, the mag drop was found to be good with a drop of ~80-90 Rpm while the right remained good as well at its previous value of ~100-110 rpm. Ops check good, Aircraft is ok for return to service.</p> |
| DATE: 11-13-14 | | DATE: 11/18/14 TACH TIME: 2186.3 |
| I.P. NAME & #: Korcell | | SIGNATURE; & #: [Redacted] |
| <p>5. Manifold pressure gauge is reading higher than normal. Noticed an MP about 1-2 inches higher than atmospheric pressure on takeoff (full throttle and props).</p> | | <p>Replaced manifold gauge with new. Ops check good. Aircraft ok for return to service.</p> |
| DATE: 12-03-2014 | | DATE: 12/03/14 TACH TIME: 2204.1 |
| I.P. NAME & #: Flowers | | SIGNATURE; & #: [Redacted] |

JOSEPH EARLI
 N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|--|
| PA28 | 2844127 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. L fuel vent missing from fuel cap found in viz to viz tank. | | Replaced Rt fuel cap and removed vent cover from tank. eps check of fuel cap good. No other defects noted. A/c OK for flight. |
| DATE: 11-12-14 | DATE: 12-12-14 | TACH TIME: 2224.5 |
| I.P. NAME & #: Rowland | SIGNATURE; & #: [Redacted] | SCOTT PARKER CRS N3XR816N |
| 2. 1 of 2 While increasing RPM for run up manifold pressure increased then decreased about 10" within about 100rpm change | | checked MAP gauge for excessive gauge needle movement no defects noted. No other defects noted. A/c OK for R.T.S. |
| DATE: 11-12-14 1-5-15 | DATE: 1-5-15 | TACH TIME: 2236.2 |
| I.P. NAME & #: Korell | SIGNATURE; & #: [Redacted] | SCOTT PARKER CRS N3XR816N |
| 3. 2 of 2 During mag check left mag dropped about 50rpm the increased about 50rpm | | checked left & right mag drops for defects. Left mag dropped 100 RPM + right mag dropped 100 RPM. No other defects noted. A/c OK for R.T.S. |
| DATE: 1-5-15 1-5-15 | DATE: 1-5-15 | TACH TIME: 2236.2 |
| I.P. NAME & #: Korell | SIGNATURE; & #: [Redacted] | SCOTT PARKER CRS N3XR816N |
| 4. 1 of 2 Copilot seat sinks when sat in. | | Adjusted co-pilot seat height adjustment as necessary no further seat height adjustment problems noted. Seat height adjustment eps check good. A/c OK for return to service. |
| DATE: 1-7-15 | DATE: 1/7/15 | TACH TIME: 2247.0 |
| I.P. NAME & #: Korell | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 5. 2 of 2 Parking brake sticks when released. | | Replaced the release spring with a new spring. Operations check good. A/c return to service. |
| DATE: 1-7-15 | DATE: 08 Apr 15 | TACH TIME: 2247.0 |
| I.P. NAME & #: Korell | SIGNATURE; & #: [Redacted] | Jim Ford N3XR816N ERAU 10 172 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|------------------------------------|--|
| PA28R | 2844137 | N110CR |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. GSR 56 showing red x. Was told that the A/c didn't have that component onboard | | Reset system for GSR 56 NOT installed in this aircraft. Verified all functions. No defects noted. <div style="text-align: right; font-size: small;"> Jacques DiPhilippe ERAU 28 </div> |
| DATE: 01-15-2015 | DATE: 1/15/2015 TACH TIME: 2254.4 | |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [Redacted] | |
| 2. Right seat won't stay adjusted. When seated the seat moves down to lowest position | | Adjusted the co-pilot's seat height adjuster actuator. Performed several operational checks. No further defects noted. A/c returned to service. <div style="text-align: right; font-size: small;"> Jim Ford ERAU 10 N3XR816N 122 </div> |
| DATE: 01-15-2015 | DATE: 1/15/2015 TACH TIME: 2254.4 | |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [Redacted] | |
| 3. Co-Pilot seat back Recliner bolt missing | | Replaced broken seat back adjust bolt with new. ops check good. Returned to service. <div style="text-align: right; border: 1px solid black; padding: 2px; font-size: small;"> BOBBY NATE CRS N3XR816N </div> |
| DATE: 01-22-2015 | DATE: 01-22-2015 TACH TIME: 2274.5 | |
| I.P. NAME & #: Shah | SIGNATURE; & #: [Redacted] | |
| 4. Audible/Noticeable RPM fluctuation ± 50 RPM. Occurred on climb for 1min then went away. Occurred again on final | | Replaced the prop governor rod with new rod and. Performed a run-up with no fluctuations. A/c returned to service. <div style="text-align: right; font-size: small;"> Jim Ford ERAU 10 N3XR816N 1272 </div> |
| DATE: 1/30/15 | DATE: 1/30/15 TACH TIME: 2286.0 | |
| I.P. NAME & #: Covey | SIGNATURE; & #: [Redacted] | |
| 5. Main Oleo Struts very low | | visually inspected struts & found to be within limits. No other discrepancies were noted at this time. A/c OK for RTS. |
| DATE: 02/07/15 | DATE: 2/8/15 TACH TIME: 2300.8 | |
| I.P. NAME & #: [Redacted] | SIGNATURE; & #: [Redacted] | |
| | | CARLOS SELIAS N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA28 | 44137 | 100ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Manifold Pressure gauge is jumpy. Jumps about 5 in @ a time then comes down in. Idle rpm is 800 and manifold won't go below 13 - 13.5 in. | | checked MAP gauge for proper operation. No defects noted. Checked MAP gauge needle for sticking. None noted. checked MAP at idle/low power. No defects noted. No other defects noted. A/C OK for RFS. |
| DATE: 02-11-2014 | DATE: 2-11-15 | TACH TIME: 2303.5 |
| I.P. NAME & #: McDuffie | SIGNATURE; & #: [Redacted] | SCOTT PARKER CRS N3XR816N |
| 2. R/L Brake Levers Down per MX | | Replaced R/L brake levers O-ring of brake levers. Bleed R/L only brakes. Open bleed check with STD. Airflow. |
| DATE: 02-13-15 | DATE: 2-13-15 | TACH TIME: 2311.5 |
| I.P. NAME & #: Chynkiewicz | SIGNATURE; & #: [Redacted] | N3XR816N |
| 3. Oil door only has 1 rivet holding it on. | | Replaced oil access door. |
| DATE: 2-13-15 | DATE: 2-13-15 | TACH TIME: 2312.7 |
| I.P. NAME & #: DesRoches | SIGNATURE; & #: [Redacted] | N3XR816N |
| 4. Oil door flew off in flight. | | Replaced missing oil door. checked for for oil in turnover. |
| DATE: 2-13-15 | DATE: 2/13/15 | TACH TIME: 2314.2 |
| I.P. NAME & #: Coogan | SIGNATURE; & #: [Redacted] | |
| 5. Flap overspeed Flaps 10 speed 105 2-3 secs. | | Checked flaps and surrounding areas for defects from the flap overspeed. Ops check good. No further defects noted. Inspection performed I.A.W. Piper Aircraft PA-28R-201 Maintenance Manual Chapter 5-50-00 & 27-50-00. Aircraft returned to service. |
| | | BOBBY NATE CRS N3XR816N |
| DATE: 2-16-15 | DATE: 02/18/15 | TACH TIME: 2324.8 |
| I.P. NAME & #: Nowicki | SIGNATURE; & #: [Redacted] | |

BOBBY NATE
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28 | 28-44137 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. STBY ATT. IND. TUMBLED. ONCE ENGINE WAS STARTED, REMAINED TUMBLED FOR APPROX. 6 MINS. SHUT-DOWN ENGINE. MAINTENANCE PERFORMED CHECK AND STILL TUMBLED. | | Replaced alt indicator with new ops check good. |
| DATE: 02/20/15 | | DATE: 2/20/15 TACH TIME: 2325.2 |
| I.P. NAME & #: P. SHAIH | | SIGNATURE; & #: |
| 2. Vacuum pump failure in flight | | Vac Section gauge Tool. Installed new gauge. ops check good. A/c ok for return to service |
| DATE: 02-21-2015 | | DATE: 2-21-15 TACH TIME: 2326.6 |
| I.P. NAME & #: Special | | SIGNATURE; & #: N3XR816N |
| 3. Alt Amps showed 0 in flight. No Alt annunciation. Altamps remained 0 Rest of flight | | Removed and replaced Alternator control unit w/new |
| DATE: 02-23-2015 | | DATE: 2/23/15 TACH TIME: 2330.2 |
| I.P. NAME & #: Lewis | | SIGNATURE; & #: |
| 4. ALT ALTERNATOR FAIL. AFTER START annunciation 1st alt on. No set per checklist. No change No circuit BL. per. 0 amps. | | Inspected the alt indicator system. Replaced the alt indicator brush block. Replaced the fuse holder to alternator. Performed an ops run up. Alternator operational. Checked back alternator to service. |
| DATE: 03-14-15 | | DATE: 13 MAR 15 TACH TIME: 2349.9 |
| I.P. NAME & #: Campbell, T #481 | | SIGNATURE; & #: |
| 5. (1) door departed on takeoff. | | Replaced fuel filter w/ new oil filter + ops checked good. No other defects noted. A/c ok for RTS. |
| DATE: 3-16-15 | | DATE: 3-16-15 TACH TIME: 2352.3 |
| I.P. NAME & #: Fremont | | SIGNATURE; & #: SCOTT PARKER |

BOBBY NATE
CRS N3XR816N

Daniel Stinelli ERAU 44
N3XR816N 9244

Jim Ford ERAU

N3XR816N

CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| PA28 | 27-44137 | N106R |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. GMA 340 "Test" and "Nav 1" buttons stuck. Difficult to turn on and off.</p> | | <p>cleaned buttons with contact cleaner. Tested buttons ops check good. no other discrepancies noted. A/C OK for RTS.</p> |
| DATE: 03-18-2015 | DATE: 3/18/15 | TACH TIME: 2361.2 |
| I.P. NAME & #: Spencer | SIGNATURE; & #: [REDACTED] | |
| <p>2. Control yoke stiff when pulling aft.</p> | | <p>cleaned & lubed yoke shafts ops check good. no other discrepancies noted. A/C OK for RTS.</p> |
| DATE: 03-18-2015 | DATE: 3/18/15 | TACH TIME: 2361.2 |
| I.P. NAME & #: Spencer | SIGNATURE; & #: [REDACTED] | |
| <p>3. Landing at Flagler upon touchdown heard metal on metal rattling from left main gear. Taxid to FBO & got the gear inspected by mx and he found NO</p> | | <p>Repaired the buffer (right main). Placed aircraft on jacks & performed a gear inspection & jacking swings. No defects found with gear. No</p> |
| DATE: | DATE: | TACH TIME: |
| I.P. NAME & #: | SIGNATURE; & #: | |
| <p>4. defects with any of gears but he found metal baffling loose inside cowling. Was instructed by FCT SUP to fly back to DAB w/ gear in the down position.</p> | | <p>Met with noise team with gear swings. A/C returned to service.</p> |
| DATE: | DATE: 19 MAR 15 | TACH TIME: 2362.6 |
| I.P. NAME & #: | SIGNATURE; & #: [REDACTED] | |
| <p>5. Also, Upon touchdown @ Flagler 6500 screen went red then returned to normal. None of the landings prior were hard landings</p> | | <p>inspected 6500 connections, performed operational checks, no defects noted.</p> |
| DATE: 3-18-15 | DATE: 3-19-2015 | TACH TIME: 2362.6 |
| I.P. NAME & #: Ramsay | SIGNATURE; & #: [REDACTED] | |

N3XR816N
 CARLOS ELIAS
 N3XR816N

| | |
|----------|---------|
| Jim Ford | ERAU 10 |
| N3XR816N | 1272 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA 28R | 2844137 | 104 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. RATTLING NOISE CAME FROM ENGINE COMPARTMENT DURING LANDING AT DAB AND AT ENGINE SHUT-DOWN. THE RATTLING NOISE SOUNDED "TINNY". NO CHANGE IN ENGINE PERFORMANCE NOTED. | | Inspected the engine compartment during engine run-up. No defects found. Noted the right windshield wiper making noise during taxi. Not a safety issue. No further action is required. A/C returned to service. |
| DATE: 27 MAR 2015 | DATE: 27 MAR 15 | TACH TIME: 2369.6 |
| I.P. NAME & #: PETERSON | SIGNATURE; & #: [REDACTED] | |
| 2. Static wick inboard on right aileron comes out | | Replaced Right aileron inbd. Static wick ROBERT WARENSFORD CRS N3XR816N |
| DATE: [REDACTED] | DATE: 4/1/15 | TACH TIME: 2386.2 |
| I.P. NAME & #: Graham | SIGNATURE; & #: [REDACTED] | |
| 3. Loud popping noise (similar to back firing) when at low RPM in-flight. Idle | | Could not duplicate discrepancy. Suspect throttle was pulled back to fast in flight. ops check good. no other defects at this time. A/C OK for RTS. |
| DATE: 4-6-15 | DATE: 4/6/15 | TACH TIME: 2406.6 |
| I.P. NAME & #: Nagai | SIGNATURE; & #: [REDACTED] | |
| 4. Rattling Noise from the empennage, sounds like loose metals or fittings | | Inspected the empennage for loose/rattling items w/ engine running & shutdown. No defects noted. No other defects noted. A/C OK for RTS. |
| DATE: 4-8-15 | DATE: 4-9-15 | TACH TIME: 2420.1 |
| I.P. NAME & #: Metzger | SIGNATURE; & #: [REDACTED] | |
| 5. On T/O Roll Left main gear light shut off & gear warning horn came on. Aborted T/O and on the Taxi left gear light came back on | | adjusted down lock limit switch TAW Piper Maint. Manual Operational ✓ Satisfactory |
| DATE: 4-14-15 | DATE: 4-15-15 | TACH TIME: 2433.3 |
| I.P. NAME & #: Ramsey | SIGNATURE; & #: [REDACTED] | |

CARLOS ELIAS

COLE MUEHLFELDER

N3XR816N

SCOTT PARKER
CRS N3XR816N

N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| PA 28R | 2844137 | 106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Off-field MX | | See corrective action on backside. (Dated 4-15-15) performed by ERBU technician. |
| DATE: 04-15-15 | DATE: 4-16-15 | TACH TIME: 2433.4 |
| I.P. NAME & #: Fremont | SIGNATURE; & #: [Redacted] | 03218160 |
| 2. Fire extinguisher tag fell off. | | Replaced fire extinguisher seal |
| DATE: | DATE: 4/18/15 | TACH TIME: 2439.9 |
| I.P. NAME & #: | SIGNATURE; & #: | [Redacted] |
| 3. Mag compass loose 2 of 3 and shaky | | Resecured mag compass with new hardware |
| DATE: | DATE: 4/18/15 | TACH TIME: 2439.9 |
| I.P. NAME & #: | SIGNATURE; & #: | [Redacted] |
| 4. Rattle in engine compartment upon Indlg shutdown. metal on metal 3 of 3 | | Tightened nut ^{nut} & Ast left wing root screw. No further defects noted after run-ups. Aircraft ok for return to service. |
| DATE: | DATE: 4/18/15 | TACH TIME: 2439.9 |
| I.P. NAME & #: | SIGNATURE; & #: | [Redacted] |
| 5. Rattle in engine compartment upon landing and shutdown. Metal on metal | | Removed top cowling & inspected engine. Performed engine run up & shut down with no defects noted. Suspect noise to be impulse coupling. A/C OK for return to service. |
| DATE: 4/22/15 | DATE: 4/22/15 | TACH TIME: 2453.8 |
| I.P. NAME & #: McHugh | SIGNATURE; & #: | Korey Dickerson ERAU 45 NAXR916N 1619 |

COLE MUEHLFELDER
NAXR916N

COLE MUEHLFELDER
NAXR916N

NAXR916N

DISCREPANCY RECORD

R - RECHECK & REMARK






S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| | | N1066ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Rattling noise upon touchdown in DAB and when engine was shut down from engine. | | Inspected rear fuselage & engine for defects. No defects found noise heard at engine shut down is impulse copying. A/C OK for return to service. |
| DATE: 04-23-15 | | DATE: 9/23/15 TACH TIME: 2458.2 |
| I.P. NAME & #: Shah | | SIGNATURE; & #: [REDACTED] Korey Dickerson ERAU 45 N3XR816N 1619 |
| 2. Rattling noise after touchdown and when shutting down engine Metal on Metal | | Inspected the engine cowling, eng. compartment, engine mount, & engine for any loose bolts or missing parts. Found the front left bluff check and repair noise. Repaired bluffs. Ran engine. No further noise. |
| DATE: 4/25/15 | | DATE: TACH TIME: |
| I.P. NAME & #: Korrell | | SIGNATURE; & #: |
| 3. | | Defects found. A/C returned to service. |
| | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Jim Ford ERAU 30 N3XR816N 1272 </div> |
| DATE: | | DATE: 25 APR 15 TACH TIME: 2464.1 |
| I.P. NAME & #: | | SIGNATURE; & #: [REDACTED] |
| 4. Stand by Alt. Indicator unreliable during flight. Climb 20300 ft. Climb 10° of pitch | | Tightened fuel hose connections in fuel systems. Inspected vac system for defects not noted. Repair A/C to check operation of A/E, no defects noted. A/C ok for R.T.S. |
| | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Ron Strauss, Jr. ERAU 46 N3XR816N 7445 </div> |
| DATE: 04-29-2015 | | DATE: 5-1-15 TACH TIME: 2474.6 |
| I.P. NAME & #: Victor Faticelli | | SIGNATURE; & #: [REDACTED] |
| 5. Same rattling noise after touchdown and shut down. (Same as previous discrepancies) | | Rattling sound is fresh air fan. Parts on order. Sound may still be heard. A/C ok for R.T.S. |
| | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Ron Strauss, Jr. ERAU 46 N3XR816N 7445 </div> |
| DATE: 04-29-2015 | | DATE: 5-1-15 TACH TIME: 2474.6 |
| I.P. NAME & #: Victor Faticelli | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|------------------|--|
| | | M100ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Standby Attitude indicator inop. More than 10° difference pitch and bank in flight. Vacc pres more than 4.5-5.5. | | Started A/C STBY attitude indicator checked & aligned with no defects noted. Vacuum & aux vacuum pump ops checked good. A/C OK for return to service. |
| DATE: | 05-06-2015 | DATE: 5/6/15 TACH TIME: 876.4 |
| I.P. NAME & #: | Victor Faticelli | SIGNATURE; & #:  Corey Dickerson ERAU 45 N3XR816N 1619 |
| 2. Possible governor leak (oil) noticed during preflight. Called me and they said to drain it for possible oil. | | Verified security of governor nuts to adapter plate & adapter plate to accessory case. Checked residual oil. Ran engine. No leaks noted. |
| DATE: | 05-07-2015 | DATE: 5/8/15 TACH TIME: 2496.4 |
| I.P. NAME & #: | Victor Faticelli | SIGNATURE; & #:  Daniel Stinelli ERAU 44 N3XR816N 8244 |
| 3. Stand by Attitude indicator inop in flight. Explained to me that the instrument is unreliable during flight not on ground and told not to rely on it. | | Verified security of all lines. Condition of filter and. Monitored suction of strainer and engine. Found to be good. Operated check good. A/C OK for RTS. |
| DATE: | 05-07-2015 | DATE: 5/8/15 TACH TIME: 2496.4 |
| I.P. NAME & #: | Victor Faticelli | SIGNATURE; & #:  Daniel Stinelli ERAU 44 N3XR816N 8244 |
| 4. W/ POWER AT IDLE IN-FLT ENGINE CONTINUOUSLY POPPING (SOUND LIKE POP-CORN). TRIED LEARNING A LITTLE, POPPING CONT. EVEN W/ SMOOTH THROTTLE REDUCTION. | | Replaced spark plugs. Adjusted 2nd mag timing. Adjusted Idle. & replaced cyl 3 rocker box cover gasket. performed ops check ops check good. No other defects noted at this time. A/C OK for RTS. |
| DATE: | 05-11-2015 | DATE: 5/11/15 TACH TIME: 2505.0 |
| I.P. NAME & #: | PROCTON | SIGNATURE; & #:  Corey Dickerson ERAU 45 N3XR816N 1619 |
| 5. Flap overspeed 109 Kts flap 10', 6 sec | | Checked the flaps & surrounding airframe for defects from flap overspeed. No defects found. Flap ops check good. A/C OK for return to service. |
| DATE: | 05-27-15 | DATE: 5/27/15 TACH TIME: 2555.1 |
| I.P. NAME & #: | MURPHY | SIGNATURE; & #:  Corey Dickerson ERAU 45 N3XR816N 1619 |

CARLOS ELIAS
 N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| | | N106 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. DATABASE EXP 28 28 MAY 2015 | | updated nav data base w/ cycle 1506. |
| DATE: 29 MAY 2015 | | DATE: 5-29-15 TACH TIME: 2561.3 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] N3XR816N |
| 2. 8 fcn reads 4 qt. lot of oil seen under A/C | | Cleaned eng of any oil on its Run engine for oil leak. No leaks found. Oil qty was about 6qt. No further defects noted with engine. A/C rechecked review. Jim Ford ERAU 10 N3XR816N 1272 |
| DATE: 5 June 2015 | | DATE: 05 Jun 15 TACH TIME: 2580.7 |
| I.P. NAME & #: WASH | | SIGNATURE; & #: [REDACTED] |
| 3. Pilots side Air scoop found broken off on pre-flight. Downed per Mx request. | | R/R cabin window air scoop. Ops Check good no further defects noted. A/C OK for return to Service. |
| DATE: 6-8-15 | | DATE: 6/8/15 TACH TIME: 2589.0 |
| I.P. NAME & #: Ramsay | | SIGNATURE; & #: [REDACTED] Koray Dickerson ERAU 45 N3XR816N 1016 |
| 4. Standby Attitude Indicator shows erroneous attitudes during flight. Vacuum gauge shows normal | | Cleaned debris from Stby Att. Ind Inletport screen. Daniel Stinelli ERAU 44 N3XR816N 9244 |
| DATE: 6-11-15 | | DATE: 6/11/15 TACH TIME: 2597.3 |
| I.P. NAME & #: Ulmer | | SIGNATURE; & #: [REDACTED] |
| 5. Main static system appears partially blocked. After takeoff airspeed & altitude began to decrease to zero. Drain valves only temporarily fixed problem. Alternate worked fine. | | Blew pitot, and static lines out w/ shop air. No water from ports. Leak check good. A/C is ok for RTG Daniel Stinelli ERAU 44 N3XR816N 9244 |
| DATE: Ulmer | | DATE: 6/11/15 TACH TIME: 2597.3 |
| I.P. NAME & #: 6-11-15 | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| | | 190 ETL |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Flyp overspeed. 10° @ 108kts | | Inspected the floor & surrounding area for any damage from overspeed. No damage found. A/C returned to service. <div style="text-align: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> Jim Ford ERAJ 10 N8XR816N 12/2 </div> |
| DATE: 06-12-2015 | | DATE: 12 Jun 15 TACH TIME: 2598.9 |
| I.P. NAME & #: KROCHUN | | SIGNATURE; & #: [REDACTED] |
| 2. Engine oil leak found within nose wheel well. | | Removed top cowling. Inspected engine for oil leaks during the inspection, no change of spilling during oil servicing. I also found the oil strainer cap loose. Tightened strainer cap and cleaned oil around the avege. Performed bank checks and no more were found. |
| DATE: 06-12-2015 | | DATE: 06-12-15 TACH TIME: 2600.00 |
| I.P. NAME & #: Chaudhary | | SIGNATURE; & #: [REDACTED] |
| 3. low idle (SSO RPM) during RUNUP | | Adjusted idle rpm to 750 rpm w/10-20 rpm idle mixture spec. Operational check good. A/C 150kts RTS |
| DATE: 06-18-2015 | | DATE: 6/18/15 TACH TIME: 2617.4 |
| I.P. NAME & #: Heister | | SIGNATURE; & #: [REDACTED] N3XR816W |
| 4. (2/2) Standby AI shows accurate on ground but is not accurate in flight | | Replaced standby AI w/overhauled unit. Operational check good. |
| DATE: 6/19/15 | | DATE: 6/19/15 TACH TIME: 2622.9 |
| I.P. NAME & #: Covey | | SIGNATURE; & #: [REDACTED] N3XR816W |
| 5. (2/2) L seat cover very damp/wet | | Inspected seat covers and found dry. No evidence of leak in aircraft. A/C OK for RTS |
| DATE: 6/19/15 | | DATE: 6/19/15 TACH TIME: 2622.9 |
| I.P. NAME & #: Covey | | SIGNATURE; & #: [REDACTED] N3XR816W |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE






| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| | | N106 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Door ^{stop} spring broke | | R+R door stop ops check good. no other defects noted at this time. A/C OK for RTS. |
| DATE: 6/23/15 | | DATE: 6/23/15 TACH TIME: 2633.2 |
| I.P. NAME & #: Rutkowski | | SIGNATURE; & #: [Redacted] |
| 2. screens on GPS won't turn on. | | Powered on aircraft system. Turned on the GPS units power knob. GPS both work. No defects found, operation check good. A/C returned to service. |
| DATE: 06-26-2015 | | DATE: 26 Jun 15 TACH TIME: 2641.8 |
| I.P. NAME & #: Horek | | SIGNATURE; & #: [Redacted] |
| 3. o.l door fell off. | | Replaced left door hinge + nut reinstalled at door back onto wing. A/C returned to service. |
| DATE: 06-27-15 | | DATE: 27 Jun 15 TACH TIME: 2646.8 |
| I.P. NAME & #: Fremont | | SIGNATURE; & #: [Redacted] |
| 4. after putting gear lever down gear didn't go down (no lights, increase in amps). moved lever up & down against gear came down. | | Removed & Replaced leaking hydraulic line & serviced hydraulic power pack with 560b hydraulic fluid. Performed numerous gear retraction & extension test, no leaks noted gear ops check good. A/C ok for return to service. |
| DATE: 07/29/15 | | DATE: 6/29/15 TACH TIME: 2648.7 |
| I.P. NAME & #: Horek | | SIGNATURE; & #: [Redacted] |
| 5. OFF Field Mx | | A/C returned to D/F w/no defects with brakes. ok for service |
| DATE: 07-10-2015 | | DATE: 7-10-15 TACH TIME: 2668.1 |
| I.P. NAME & #: Krochin | | SIGNATURE; & #: [Redacted] |

CARLOS ELIAS
 N3XR816N
 ERAU 10
 Jim Ford
 N3XR816N
 ERAU 10
 1272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA28R | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. During run-up there was no drop on Left magneto. Tried multiple attempts. | | Performed engine run up L-mag drop 70 RPM R-mag drop 100 RPM. No mag defects noted, Mag ops check good A/C OK for return to service. |
| DATE: 7/23/15 | | DATE: 7/23/15 TACH TIME: 2701.6 |
| I.P. NAME & #: McHugh | | SIGNATURE; & #:  Corey Dickerson ERAU 45 N3XR616N 1619 |
| 2. Oil leak spread out all over the inside of the nose compartment multiple oil spots | | Removed engine cowling & cleaned off oil from engine & ran engine to normal operating temps. No Oil leaks found. Reinstalled engine cowling. A/C OK to service. |
| DATE: 7-30-15 | | DATE: 30 July 15 TACH TIME: 2709.0 |
| I.P. NAME & #: Semetian | | SIGNATURE; & #:  Jim Ford ERAU 45 N3XR616N 1272 |
| 3. Run up Mags difference more than 50, R Mag 1880 L Mag 1960 | | Performed maintenance run up & failed mag check. Found left mag to be off timing. Retimed left mag. performed post run up & ops check good. No other defects noted. No leaks noted. A/C OK for RTD. |
| DATE: 8-4-15 | | DATE: 8/4/15 TACH TIME: 2717.9 |
| I.P. NAME & #: Abdelaziz, M. | | SIGNATURE; & #:  Scott Parker ERAU 45 N3XR616N 1272 |
| 4. Over primed and flooded engine - 6 start attempts. | | Found A/C to be flooded. Started A/C & cleared engine. After engine cleared No defects noted. No other defects noted. A/C OK for RTD. |
| DATE: 8-5-15 | | DATE: 8-5-14 TACH TIME: 2722.4 |
| I.P. NAME & #: Cox #462 | | SIGNATURE; & #:  Scott Parker ERAU 45 N3XR616N 1272 |
| 5. oil leak covering nose gear compartment & bottom of motor | | CLEANED OIL FROM ENG. COMPARTMENT & NOSE GEAR. PERFORMED RUN UP FOR 20 min. INSPECTED ENGINE COMPARTMENT AND NO OIL LEAKS NOTED. INSTALLED AND SECURED FOR ENG. COUPLING. |
| DATE: 8-6-15 | | DATE: 8/5/2015 TACH TIME: 2728.2 |
| I.P. NAME & #: Moyer | | SIGNATURE; & #:  Victor Olivaris ERAU 34 N3XR616N 2501 |

SCOTT PARKER
CPS NOV 2014

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| | | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. G340 Manual is missing. Down per Mx request | | Operation instructions of GMA340 are in POH and Supplement Section 9-63 A/C 1501 per <u>RTS</u> |
| DATE: 08-25-2015 | | DATE: 08/26/15 TACH TIME: 27629 |
| I.P. NAME & #: <u>Vito Fratelli</u> | | SIGNATURE; & #: |
| 2. Left fuel gauge fluctuating between 20, → 30, → 20; Rapid movements. | | Performed fuel check in engine fuel gauge, left side operation fuel indication normal. No defects noted IAW PWR MM Sect 28-40-00. |
| DATE: 09-02-15 | | DATE: 09-02-2015 TACH TIME: |
| I.P. NAME & #: <u>DesRoches</u> | | SIGNATURE; & #: |
| 3. Gear unsafe light is illuminated for 3-5 seconds after gear gear came up and lights had turned off. | | Replaced L.C. hyd pump. ops ✓ satisfactory. |
| DATE: 09-03-15 | | DATE: 9-4-15 TACH TIME: 2781.7 |
| I.P. NAME & #: <u>Campbell</u> | | SIGNATURE; & #: ERAU-27 |
| 4. Crack forming above storm window | | REPAIRED IAW AC43.13-1B 38.3-23. NO OTHER DEFECTS NOTED. |
| DATE: 10-5-15 | | DATE: Oct 6, 2015 TACH TIME: 2813.8 |
| I.P. NAME & #: <u>Rotendael</u> | | SIGNATURE; & #: |
| 5. Broken VOR Antenna | | Removed and replaced VOR antenna w/new. performed VOR/LOC/GP amp tests, ops check good. A/C per <u>RTS</u> |
| DATE: 10-15-15 | | DATE: 10/15/15 TACH TIME: 2824.7 |
| I.P. NAME & #: | | SIGNATURE; & #: |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 28-44137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Suspect oil leak. Oil dripping onto nose tire, pooling on the fuel servo. Dripping from bottom of engine | | Cleaned oil from engine bay. Performed engine run. Inspected found oil on sump, torque bolts. Tightened bolts and cleaned A/C oil for R/S. |
| DATE: 10-16-15 | | DATE: 10/17/15 TACH TIME: 2878.5 |
| I.P. NAME & #: Rozendaal | | SIGNATURE; & #: [Redacted] N3XR816N |
| 2. Oil door hinge broken | | Replaced oil door w/ serviceable repaired unit w/ new hinge |
| DATE: 10-16-15 | | DATE: 10/17/15 TACH TIME: 2878.5 |
| I.P. NAME & #: Rozendaal | | SIGNATURE; & #: [Redacted] N3XR816N |
| 3. Suspected engine oil leak. | | Rnd Eng. Cool Inspected Eng. Started Eng and ran up for approx. 30 min. Oil temp 160° F and press 70 psi. Checked Eng during and after run up no leaks noted on for R/S |
| DATE: 10-21-15 | | DATE: 10/22/15 TACH TIME: 2832.6 |
| I.P. NAME & #: Fremont | | SIGNATURE; & #: [Redacted] ROBERT WARENSFORD CRS N3XR816N |
| 4. GEAR UNSAFE ILLUMINATED IN LOW Flight. When gear handle down, 3 green on, unsafe light extinguishes | | Adjusted N.G. up-limit switch & performed gear retraction & extension test with no defects noted, A/C oil for return to service. |
| DATE: 10/22/15 | | DATE: 10/22/15 TACH TIME: 05852.5 |
| I.P. NAME & #: Hays, J. | | SIGNATURE; & #: [Redacted] Corey Dickerson ERAO 45 N3XR816N 1619 |
| 5. Oil leak, puddle of fresh oil found beneath nose behind nose gear. Appears to be leaking from bottom right of engine. | | Removed top and bottom cowlings to check the engine for oil leaks. The leak was found coming from the propeller governor adapter to accessory housing gasket. Removed and replaced the defective adaptor gasket with new. Installed governor and adapter IAW Piper PA-28R-201 AMM pg. 919 sec A-B, performed and operational and leak check of the propeller governor and effected systems. The operational check was good and no leaks were found after the test. The aircraft was returned to service. |
| DATE: 10-24-2015 | | DATE: 10-24-2015 TACH TIME: 2836.9 |
| I.P. NAME & #: Udayan | | SIGNATURE; & #: [Redacted] BOBBY NATE CRS N3XR816N |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| | | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Right side mic on yoke is not attached, just hanging by wires | | Resecured right side yoke PTT switch retaining nuts into yoke. Installed new screws. No other defects noted. A/C ok for return to service. <div style="text-align: right; font-size: small;"> Daniel Stinelli ERAU 44 N3XR816N 9244 </div> |
| DATE: 10-30-15 | | DATE: 10/30/15 TACH TIME: 2844.8 |
| I.P. NAME & #: Rutkowski | | SIGNATURE; & #: [Redacted] |
| 2. ① VADC never came alive after engine start ② Oil spot found under fuel injector servo | | ① Resecured VADC plug. No operational check performed. No defects noted. ② Cleaned oil residue from engine and engine bay. Performed ground engine run up and warmed engine to 180 degrees. Shut down engine and inspected for oil leaks and found oil coming from vacuum pump nuts. Tightened nuts on vacuum pump and cleaned oil. Tightened #4 oil return tube clamp at sump. Performed additional ground run at various power settings and inspected after shut down. No other oil leaks noted at this time. Aircraft is ok for return to service. <div style="text-align: right; font-size: small;"> Daniel Stinelli ERAU 44 N3XR816N 9244 </div> |
| DATE: 10-30-15 | | DATE: 10/31/15 TACH TIME: 2844.8 |
| I.P. NAME & #: Hoffman | | SIGNATURE; & #: [Redacted] |
| 3. _____ | | _____ <div style="text-align: right; font-size: small;"> Daniel Stinelli ERAU 44 N3XR816N 9244 </div> |
| DATE: _____ | | DATE: 10/31/15 TACH TIME: 2844.8 |
| I.P. NAME & #: _____ | | SIGNATURE; & #: [Redacted] |
| 4. Analog clock knob to reset current time does not push to adjust time. | | Placarded analog clock inop I/A/W FAR 91.213(d). Refer to G500 analog clock on aux page for time. No other defects noted at this time. A/C ok for RTD. |
| DATE: 11-04-2015 | | DATE: 11/4/15 TACH TIME: 2852.3 |
| I.P. NAME & #: Saffel | | SIGNATURE; & #: [Redacted] |
| 5. Oil spot found on ground - oil leak found under fuel injector servo - oil quantity into 5 quarts | | Replaced all oil return lines hoses. Performed an engine run up for leak check. No leak found. A/C returned to service. <div style="text-align: right; font-size: small;"> Corey Dickerson ERAU 45 N3XR816N 1619 Jim Ford ERAU 10 N3XR816N 122 </div> |
| DATE: 11-06-2015 | | DATE: 07 Nov 15 TACH TIME: 2859.4 |
| I.P. NAME & #: Hoffman | | SIGNATURE; & #: [Redacted] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| | | 10/ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Aux. Fuel Pump Inop. | | Replaced the aux. fuel pump. Performed operational check & leak. No leaks found & operational check good. A/C returned to service. |
| DATE: 11-9-15 | | DATE: 12 Nov 15 TACH TIME: 2064.0 |
| I.P. NAME & #: S. Lee | | SIGNATURE; & #: [Redacted] |
| 2. HSE 10° OFF OF MAGNETIC COMPASS SETTING HSE: 256 MAG: 246 | | Inspected the aircraft heading indicator & compass were within 3 degrees of each other. ops ✓ good |
| DATE: 11-23-15 | | DATE: 11-23-15 TACH TIME: 2080.7 |
| I.P. NAME & #: HAYNES, M | | SIGNATURE; & #: [Redacted] |
| 3. Right Fuel Vent broke | | Replaced the right fuel tank vent with new. A/C returned to service. |
| DATE: 11-24-15 | | DATE: 24/Nov/15 TACH TIME: 2080.7 |
| I.P. NAME & #: Rutkowski, R | | SIGNATURE; & #: [Redacted] |
| 4. FLAP overspeed 110 kts for 5 sec | | Check the flaps & surrounding airframe for defects. No defects found. Flap ops check good. A/C OK for return to service. |
| DATE: 11-25-15 | | DATE: 11/25/15 TACH TIME: 2091.7 |
| I.P. NAME & #: Jones | | SIGNATURE; & #: [Redacted] |
| 5. Com panel, Com 2 is stuck Not the com 2 mic button but the one above | | Replaced audio panel. Performed ops check. IACU PASBRMMsect. 28-12. no defects noted. |
| DATE: 11-30-15 | | DATE: 12-01/2015 TACH TIME: 2100.0 |
| I.P. NAME & #: King | | SIGNATURE; & #: [Redacted] |

Data One ERAU 10

ERAU 10

ERAU 25
216

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA-28 | 2844137 | N106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>1. Attempted to start the engine 6 times, could not get it started. Battery very low.</p> | | <p>The aircraft was started, and was then run to allow the battery to charge. After allowing the battery to charge, the aircraft was powered down. Following this the aircraft was started and ran again to charge the battery; then shutdown again. The operations test resulted well; the aircraft is ok for return to service.</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;"> JOSEPH SARLI N3XR818N </div> <div style="border: 1px solid black; padding: 2px;"> JOSEPH SARLI N3XR818N </div> </div> |
| DATE: 12-03-2015 | | DATE: 12/3/2015 TACH TIME: 2905.0 |
| I.P. NAME & #: <i>Cogliari</i> | | SIGNATURE; & #: [Redacted] |
| <p>2. Left Main Tire is unairworthy. Trend is showing.</p> | | <p>Removed & replaced L1 main tire. eps check of brake good. No other defects noted. All OK for RTS.</p> |
| DATE: 12-8-2015 | | DATE: 12-8-15 TACH TIME: 2910.8 |
| I.P. NAME & #: <i>Ricciardi</i> | | SIGNATURE; & #: [Redacted] |
| <p>3. Right Brake caliper leaking</p> | | <div style="border: 1px solid black; padding: 2px;"> JOSEPH SARLI N3XR818N </div> <p>1. The caliper was cleaned in accordance with the Piper Maintenance Manual Ch. 32-40-00. It was then reinstalled back on to the wheel assembly. Once on the wheel assembly the brakes were applied and given time to stay actuated to check for any seepage. Following the operations test no defects were noted. The brake fluid reservoir was additionally checked and was at an allowable level. No further defects noted, the aircraft is ok for return to service.</p> <p>2. The right main landing gear switches were checked to look for any anomalies that would lead to the issue at hand. No defects could be noted at this time with the switches. Additionally the bulb was checked and it was found loose in its respected receptacle. Once properly seated the bulb showed no additional signs of issue and malfunction. The operations test resulted well; the aircraft is ok for return to service.</p> |
| DATE: 12-12-15 | | DATE: 12/16/2015 TACH TIME: 2921.5 |
| I.P. NAME & #: <i>Semexan</i> | | SIGNATURE; & #: [Redacted] |
| <p>4. Right main landing gear indicator was out on approach to 7 miles. Came back on while taxiing shooting the bulbs bulbs.</p> | | <div style="border: 1px solid black; padding: 2px;"> JOSEPH S. N3XR818N </div> |
| DATE: 12-12-15 | | DATE: 12/16/2015 TACH TIME: 2921.5 |
| I.P. NAME & #: <i>Semexan</i> | | SIGNATURE; & #: [Redacted] |
| <p>5. difficulty starting beginning of flight @ KDED. Hot start won't start. Running. POSSIBLE MAG TIMING!</p> <p><i>1 of 2</i></p> | | <p>Replaced plugs in left mag. Retimed left mag to 20° TDC. Retimed right mag. Replaced A/C battery. Start timing correct. No defects found. All returned to service.</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;"> Jim Ford N3XR818N </div> <div style="border: 1px solid black; padding: 2px;"> [Redacted] N3XR818N </div> </div> |
| DATE: 12-16-2015 | | DATE: 12/16/15 TACH TIME: 2930.9 |
| I.P. NAME & #: <i>Greiger #316</i> | | SIGNATURE; & #: [Redacted] |

SCOTT PARKER
CRAI

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------------|--|
| PA28R | 2844137 | N106FL |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. 2 of 3 Glareshield trim hanging down. | | Applied adhesive to glare shield trim. No further defects noted. A/C OK for return to service. <i>Done by King P.</i> <div style="float: right; border: 1px solid black; padding: 2px; font-size: small;"> Jim Ford ERAU 1 N3XR016N 1272 </div> |
| DATE: 12-16-2015 | DATE: 17 Dec 15 TACH TIME: 29309 | |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [REDACTED] | |
| 2. 3 of 3 Clock unit keep proper time. Handy when switching tanks. | | Operation of clock checked good. A/C return to service. <div style="float: right; border: 1px solid black; padding: 2px; font-size: small;"> Jim Ford ERAU 10 N3XR016N 1272 </div> |
| DATE: 12-16-2015 | DATE: 17 Dec 15 TACH TIME: 29309 | |
| I.P. NAME & #: Geiger #316 | SIGNATURE; & #: [REDACTED] | |
| 3. Had trouble starting engine. Would want to start, but very rough and then would quit. | | Performed normal start procedure. Started on first attempt. Ran for approx 5 min. No defects noted @ this time. <div style="float: right; border: 1px solid black; padding: 2px; font-size: small;"> Ron Strauss, Jr. ERAU 46 N3XR016N 7445 </div> |
| DATE: 12-17-15 | DATE: 12-17-15 TACH TIME: 29315 | |
| I.P. NAME & #: Bano | SIGNATURE; & #: [REDACTED] | |
| 4. Oil Door departed the airframe on Demand and DIED | | Installed new oil door + hinge. Cys check at door good. No other defects noted. A/C OK for RTS. |
| DATE: 9 Jun 2016 | DATE: 1-11-16 TACH TIME: 29426 | |
| I.P. NAME & #: Jui Morat | SIGNATURE; & #: [REDACTED] | |
| 5. Analog clock inop. Had to be reset multiple times in flight | | Removed + replaced clock. Cys check at clock good. No other defects noted. A/C OK for RTS. |
| DATE: 1-12-16 | DATE: 1-12-16 TACH TIME: 2951.2 | |
| I.P. NAME & #: Coogan | SIGNATURE; & #: [REDACTED] | |

CRJ N3XR016N
 CRJ N3XR016N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|---|
| PA-28R | 2844137 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Low noise noticed on take off went to epic and exhaust was cracked | | REMOVED AND REPLACED BY CYLINDER EXHAUST RISER. AIRCRAFT O.K. FOR RETURN TO SERVICE. |
| DATE: 1/11/16 | | DATE: 1/12/16 TACH TIME: 2953.7 |
| I.P. NAME & #: Jones | | SIGNATURE; & #: [REDACTED] |
| 2. off-field maintenance | | Serviceable cyl #4 exhaust riser installed by Epic Aviation tech Kevin Newport (A&P #521138641). Performed post off-field maintenance inspection of installation, no defects noted. |
| DATE: 1-13-16 | | DATE: 1-13-16 TACH TIME: 12954.0 |
| I.P. NAME & #: [REDACTED] N3XR810V | | SIGNATURE; & #: [REDACTED] |
| 3. Pilot seat lock fully reclined. Will not go forward and lock. | | Installed new spring in seat back for recline system. Operational check good. A/C returned to service. |
| DATE: 01-20-2016 | | DATE: 30 Jan 16 TACH TIME: 3001.3 |
| I.P. NAME & #: Ulmer | | SIGNATURE; & #: [REDACTED] ERAN10 EXR816N |
| 4. After post flight - under right wing - inspection panel next to fuel vent hanging off by 3 screws - bent | | Inspected A/C for damage no defects found. Re-secured panel with new screws, no further defects noted, A/C OK for return to service. |
| DATE: 2-16-16 | | DATE: 2/16/16 TACH TIME: 3028.7 |
| I.P. NAME & #: Hoffman | | SIGNATURE; & #: [REDACTED] Corey Dickerson ERAN10 N3XR816N 1619 |
| 5. Chunk of metal missing from small metal wall in front of left front cylinder (baffle shield?) | | The area missing metal was dressed to remove jagged edges. The top cowling was removed and any checked for any chunks of metal that may have come from the discrepancy in note. No further defects noted. The aircraft is ok for return to service. |
| | | <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> JOSEPH SARLI N3XR816N </div> |
| DATE: 3/4/16 | | DATE: 3/4/2016 TACH TIME: 3089.6 |
| I.P. NAME & #: Charney | | SIGNATURE; & #: [REDACTED] |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|-----------------------------------|--|
| PA-28R | 2844137 | 106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. On preflight inspection, found excessive movement on front exhaust manifold. | | Installed a new clamp on the #2 exhaust riser & muffler. No further movement found. A/C returned to service. <div style="text-align: right; font-size: small;"> Jim Ford ERAU N3XR816N 1272 </div> |
| DATE: 3-8-16 | DATE: 09 MAR 16 TACH TIME: 3102.1 | |
| I.P. NAME & #: Des Foches | SIGNATURE; & # [REDACTED] | |
| 2. Instruments panel need to be glued | | Found a portion of the glare shield upholstery was beginning to peel off. The section had adhesive applied to it and it was fastened back to the glare shield. No further defects have been noted. The aircraft is ok for return to service. <div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> JOSEPH SARLI N3XR816N </div> |
| DATE: 03-28-16 | DATE: 3/28/2016 TACH TIME: 3145.4 | |
| I.P. NAME & #: Mider | SIGNATURE; & # [REDACTED] | |
| 3. Flap overspeed 110 kts | | Inspected flaps & surrounding structure. No defects noted. ops check of flap movement good. No other defects noted. Arc ok for use. |
| DATE: 4-18-16 | DATE: 4-18-16 TACH TIME: 3195.7 | |
| I.P. NAME & #: Semexon | SIGNATURE; & # [REDACTED] | |
| 4. gear overspeed 129 kts • Leather lining on dash board is coming undone | | Replaced lining back in place. |
| DATE: 4-20-16 | DATE: 4-20-16 TACH TIME: 3206.1 | |
| I.P. NAME & #: Pazmino, G. | SIGNATURE; & # [REDACTED] | |
| 5. Gear overspeed @ 131 kts for 2 sec. | | Insp landing gear paying special attention to gear doors. No obvious faults noted. |
| DATE: 4-20-16 | DATE: 4-20-16 TACH TIME: 3208.1 | |
| I.P. NAME & #: Pazmino, G. | SIGNATURE; & # [REDACTED] | |

SCOTT PARKER
CPS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA 28R | 2844137 | N106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Flight controls stiff & difficult to maneuver. | | Lubed flight controls & pilot & co-pilot yoke shafts. No further defects noted. Flight control ops check good. A/C ok for return to service. |
| DATE: 04-26-2016 | | DATE: 4/26/16 TACH TIME: 3218.7 |
| I.P. NAME & #: Ewing | | SIGNATURE; & #: Corey Dickerson ERAU 45 N3XR816N 1619 |
| 2. Gear would not retract | | Performed landing gear extension and retraction test, during which the squat switch was found to be out of adjustment. Activating the pump intermittently at the top of the left main gear strut extension. The squat switch was adjusted, and proper operation was verified. Also verified three green indication and the unsafe condition light was out. The aircraft was returned to service. |
| | | <div style="border: 1px solid black; padding: 5px; display: inline-block;">BOBBY NATE CRS N3XR816N</div> |
| DATE: 5-5-16 | | DATE: 5-5-16 TACH TIME: 3237.7 |
| I.P. NAME & #: Knickerbocker | | SIGNATURE; & #: |
| 3. Gear would not extend | | Replaced gear power cable w/ new. Replaced motor electrical connections w/ new. Repaired ground cable, installed new ring terminal. Serviced pump - check caps. A/C ok for return to service. |
| DATE: 5/31/16 | | DATE: 5/31/16 TACH TIME: 3294.7 |
| I.P. NAME & #: Kijar | | SIGNATURE; & #: (32816N) |
| 4. GDU G20 Circuit Breaker Popped out after engine start. G500 Didn't initialize | | Ran engine & monitored CB panel. Let popper breakers & noted none. Ran engine @ various RPM settings. Checked no abnormalities shut down engine and inspected CB panel for security condition, no defects noted. Checked GDU connections for security & found to be secure. No A/C for return to service. |
| DATE: 5/31/16 | | DATE: 5/31/16 TACH TIME: 3299.7 |
| I.P. NAME & #: Pizemino | | SIGNATURE; & #: Daniel Stinelli ERAU 44 N3XR816N 9244 |
| 5. Pilot Side "hatch window" latch loose off in flight during final landing roll out. Lost latch in A/C | | Repaired during Annual Insp. |
| | | <div style="border: 1px solid black; padding: 5px; display: inline-block;">Ralph Wixon ERAU 30 N3XR816N 9130</div> |
| DATE: 6/2/16 | | DATE: 6-2-16 TACH TIME: 3302.7 |
| I.P. NAME & #: Hayes | | SIGNATURE; & #: |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PAZ8R | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Hobbs time didn't change at all through flight (noticed on ramp-in) | | Installed new Snap fuse for system. Operational check good. No other defects noted. Daniel Stinelli ERAU 44 N3XR816N 9244 |
| DATE: 6-11-16 | | DATE: 06/11/16 TACH TIME: 3309.6 |
| I.P. NAME & #: Budd | | SIGNATURE; & #: |
| 2. Left seat height will adjust up but sinks to lowest position throughout flight. | | Adjusted pilot side seat height adjustment lever assembly. No further defects noted seat height adjustment ops check good. A/C OK for return to service. |
| DATE: 6/27/16 | | DATE: 6/27/16 TACH TIME: 3340.9 |
| I.P. NAME & #: Huber "I'm not that fat" | | SIGNATURE; & #: Corey Dickerson ERAU 45 N3XR816N 1619 |
| 3. Left gear light bulb inop. | | R/R LMG indicator light bulb. Ops check good no further defects noted. A/C OK for return to service. |
| DATE: 7/6/16 | | DATE: 7/6/16 TACH TIME: 3354.3 |
| I.P. NAME & #: Lee | | SIGNATURE; & #: Corey Dickerson ERAU 45 N3XR816N 1619 |
| 4. Rudder feels loose | | Taxied aircraft to hangar and noted no abnormal steering during taxi. Placed aircraft on jacks and removed engine top cowling. Inspected steering system for general condition and noted no discrepancies. Inspected rudder pedal control linkages for security, operation and defects. Repositioned throttle, mixture and propeller control cables and secured to prevent rudder linkages from rubbing. Checked rudder travels from pilot and co-pilot side as well as checked rudder cable tension and noted no defect. Installed new bushings on rudder weld assy. for rudder cable attach point and secured rudder cables and safetied with cotter pin. No other discrepancies noted with aircraft at this time. Aircraft is ok for return to service. |
| DATE: 7/20/16 | | Daniel Stinelli ERAU 44 N3XR816N 9244 |
| I.P. NAME & #: Mida | | |
| 5. | | DATE: 7/20/16 TACH TIME: 3379.4 SIGNATURE; & #: |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PAZOR | 2844137 | V106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. A/C for Eng change | | FCF complete, no defects noted Inspected engine with no defects noted A/C ok for return to service. |
| DATE: 8-2-16 | | DATE: 8-2-16 TACH TIME: 3391.5 |
| I.P. NAME & #: [REDACTED] N3XR816N | | SIGNATURE; & #: [REDACTED] |
| 2. High oil pressure (A/R line) during runup | | Adjusted oil pressure regulator, Warmed engine to normal operating temp, Performed engine run up with no further defects noted. A/C ok for return to service. |
| DATE: 8/3/16 | | DATE: 8/3/16 TACH TIME: 3396.5 |
| I.P. NAME & #: McCassey | | SIGNATURE; & #: [REDACTED] |
| 3. Engine overspeed, 2800 rpm for 2 seconds. 1/3 | | Performing SB 369m, engine was less than the 5% rated power. No further action is required. A/C return to service. |
| DATE: 8/9/16 | | DATE: 09 Aug 16 TACH TIME: 3404.9 |
| I.P. NAME & #: Criscenzo | | SIGNATURE; & #: [REDACTED] |
| 4. Prop rpm fluctuates at 2650 rpm ± 25 rpm when in climb w/ full power from takeoff to cruise. Was acting prior to (1). | | Found the prop gov. rod and worm. Replaced the rod and worm. No further defects noted with fluctuator. A/C return to service. |
| DATE: 8/9/16 | | DATE: 09 Aug 16 TACH TIME: 3404.9 |
| I.P. NAME & #: Criscenzo | | SIGNATURE; & #: [REDACTED] |
| 5. Door gap above pilot's head is not sealed, blue sky visible between door & frame when locks engaged | | Adjusted the cabin door for closing inward. With door closed properly, no blue sky seen between door & frame. A/C return to service. |
| DATE: 8/9/16 | | DATE: 09 Aug 16 TACH TIME: 3404.9 |
| I.P. NAME & #: Criscenzo | | SIGNATURE; & #: [REDACTED] |

Jim Ford ERAU 10
N3XR816N 1272

Jim Ford ERAU 10
N3XR816N 272

Jim Ford ERAU 10
N3XR816N 1272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. possible RPM fluctuation on climbout with full power and prop full forward. Could hear it and feel it. Felt like the prop lever was being moved back and forward. Engine did not seem to run rough. | | Ran over top cowling & visually inspected engine checked prop governor control rod end for play and rods were otherwise noted. Performed engine run-up & checked for rpm variation as stated above. checked prop lever & checked functioning of prop |
| DATE: 8/23/16 | | DATE: 8/23/16 TACH TIME: 3424.7 |
| I.P. NAME & #: Cecla | | SIGNATURE; & #: [REDACTED] Daniel Stinelli ERAU 44 N3XR816N 9244 |
| 2. Side window plastic spin holder fell off | | Installed new straight window taken hardware. Op checked good A/C 150C for PIS. |
| DATE: 8/25/16 | | DATE: 08/25/16 TACH TIME: 3470.5 |
| I.P. NAME & #: Jones | | SIGNATURE; & #: [REDACTED] Daniel Stinelli ERAU 44 N3XR816N 9244 |
| 3. Gear inside cockpit in the pattern 19-80 in-set Gear handle went down, locked, latched | | Placed the aircraft on jacks & retracted the gear several times with no warning light on. Inspected all up limit position with no issues found. A/C not to service. |
| DATE: 9-6-2016 | | DATE: 16 Sept 16 TACH TIME: 3446.2 |
| I.P. NAME & #: Konzier | | SIGNATURE; & #: [REDACTED] Jim Ford ERAU 11 N3XR816N 1272 |
| 4. Message on GMX200 "GDL 90 MX Required" | | Lowered A/C but maintained avionics system for GDL90 messages and noted none. Allowed traffic to acquire & maintain on MX200. No checkers noted. A/C not for PIS. |
| DATE: 9-22-16 | | DATE: 09/22/16 TACH TIME: 3489.2 |
| I.P. NAME & #: Fisher | | SIGNATURE; & #: [REDACTED] Daniel Stinelli ERAU 44 N3XR816N 9244 |
| 5. GMX-200 In-Op | | Replaced GMX 200 Performed ops check and released CO of Prop. In-Op emergency MX200 status. No defects noted. |
| DATE: 10-9-16 | | DATE: 10/09/16 TACH TIME: 3489.2 |
| I.P. NAME & #: Bantlett | | SIGNATURE; & #: [REDACTED] Jacques D'Phillippe ERAU 25 |

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA28R | 284437 | 106R |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. RCR for GDL 88 install. <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;"> Steve Johnson ERAU 9 N3XR816N 7691 </div> | | ADSB operational normal. |
| DATE: 10-21-16 | | DATE: 10-21-2016 TACH TIME: 3542.6 |
| I.P. NAME & #: [REDACTED] N3XR816N | | SIGNATURE; & #: [REDACTED] #316 |
| 2. Standby attitude indicator never self aligned. Vac. pressure was at 5" of mercury. 1 of 2 | | Lowered flux valve pump and verified standby Att. Ind. to erect and stabilize, operational check good. Daniel Stinelli ERAU 44 N3XR816N 9244 |
| DATE: 10/21/2016 | | DATE: 10/22/16 TACH TIME: 3543.7 |
| I.P. NAME & #: Sayil | | SIGNATURE; & #: [REDACTED] |
| 3. GMX200 message stating "GDL 90 Maintenance Required." Source: VAT 2 of 2 | | Lowered Avionics system checked GMX200 for error messages and reset wire. Verified traffic acquisition operational check good. A/C OK for RFS |
| DATE: 10/21/2016 | | DATE: 10/22/16 TACH TIME: 3543.7 |
| I.P. NAME & #: Sayil | | SIGNATURE; & #: [REDACTED] Daniel Stinelli ERAU 44 N3XR816N 9244 |
| 4. Attempted to open main door and upper door lever broke off. No abnormal pressure was put on lever. | | Replaced cam gear in latch Assy. Ops check good. No other defects noted at this time. A/C OK for RFS |
| DATE: 10/22/16 | | DATE: 10/24/16 TACH TIME: 3546.9 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 5. Standby Attitude Indicator would not erect, Tried increasing RPM, waiting, re-starting engine, and aux vacuum pump. | | Replaced Standby Attitude Ind. when operational check good. A/C OK for RFS. Daniel Stinelli ERAU 44 N3XR816N 9244 |
| DATE: 10/25/16 | | DATE: 10/25/16 TACH TIME: 3548.1 |
| I.P. NAME & #: Miller | | SIGNATURE; & #: [REDACTED] |

CARLOS ELIAS
 N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA28R | 2844137 | 106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Engine Backfired, tested brakes power to 10LE then engine placard | | found #204 plugs to be wet from fuel. Checked, gapped, test w/ply. Ground was all & monitored for roughness. None as at all. Let test mag drops were 20PPM. No other defects noted. ACCOR to AFS. |
| DATE: 10/28/16 | DATE: 10-28-16 | TACH TIME: 3554.7 |
| I.P. NAME & #: Team Le | SIGNATURE; & #: [Redacted] | |
| 2. Co-pilot VENT FELL OFF ON PSCOT SEPT REPAIR | | Reinstalled vent |
| DATE: 10/28/16 | DATE: 10-28-16 | TACH TIME: 3556.4 |
| I.P. NAME & #: McCANEY | SIGNATURE; & #: [Redacted] | |
| 3. Baggage Compartment strap missing its clip. | | Baggage door strap has been placarded inoperative in accordance with FAR 91.213d. No further defects have been noted. The aircraft is ok for return to service. |
| <div style="border: 1px solid black; padding: 2px; display: inline-block;"> JOSEPH SARLI N3XR816N </div> | | |
| DATE: 11-04-2016 | DATE: 11/4/16 | TACH TIME: 3575.1 |
| I.P. NAME & #: J. Quintero | SIGNATURE; & #: [Redacted] | |
| 4. Hydraulic fluid leak left main (brakes) ... brake pads worn. | | Replaced the O-ring on the push that goes into the brake caliper. Replaced the brake lining with new. Inspected & lead check, return to service. |
| <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Jim Folo N3XR816N 122 </div> | | |
| DATE: 7-11-16 11-09-16 | DATE: 09 Nov 16 | TACH TIME: 3585.0 |
| I.P. NAME & #: Plourde | SIGNATURE; & #: [Redacted] | |
| 5. Standby Attitude indicator did not erect. | | Started A/C STBY AI erected & aligned with no defects noted. STBY AI ops check good A/C ok for return to service |
| DATE: 11-10-16 | DATE: 11/10/16 | TACH TIME: 3591.1 |
| I.P. NAME & #: Fisher | SIGNATURE; & #: [Redacted] | |

SCOTT PARKER
GPS N3XR816N

REINSTALLED VENT
N3XR816N

JOSEPH SARLI
N3XR816N

Jim Folo
N3XR816N
122

11/10/16
N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------|--|
| PA28R | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Gear warning light + horn activated gear handle in up position, no lights, manual extension green Intermittent full up | | Pat. A/C on jacks & inspected all switches. Inspected rigging of up & down limit switches. Performed Horn multiple retraction & extension. Set A/C Jt on jacks with the power off & gear up. Found gear did not bleed down. No leaks or detects noted. Ops check good. A/C on for RTB. |
| DATE: 11/21/2016 | | DATE: 11/21/16 TACH TIME: |
| I.P. NAME & #: Randolph | | SIGNATURE; & #: |
| 2. Engine Roughness during run up. IP conducted Flooded spark plug procedure. No effect. No Flooded start. | | Performed maint run up & could not duplicate discrepancy. Ops check good. No engine roughness noted. A/C on for RTB. |
| DATE: 11/21/16 | | DATE: 11/21/16 TACH TIME: 3613.2 |
| I.P. NAME & #: Thrower | | SIGNATURE; & #: |
| 3. Gear unsafe light came on for a split second after retraction. Checked emerg. gear extension lever and observed partially in the down position. Made sure emerg. gear extension lever was fully | | <p style="font-size: 2em; opacity: 0.5;">X</p> <p>Replaced hydraulic/landing gear free fall valve. Replaced flap position/warning switch with new. Performed operational/leak check of landing gear. No discrepancies noted. All work accomplished in accordance with appropriate sections of PA28R Maintenance Manual.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> Steve Johnson ERAU 9 N3XR816N 7691 </div> |
| DATE: | | |
| I.P. NAME & #: | | |
| 4. (Cont.) up and the gear unsafe went out. Did another touch and go and it did the same thing. | | |
| DATE: 11/21/16 | | DATE: 11-23-16 TACH TIME: 5614.5 |
| I.P. NAME & #: C. Koch | | SIGNATURE; & #: |
| 5. Flap oversped 10° 106KTAS 3sec | | Inspected the flaps & surrounding area for any damage from oversped. No damage found. A/C returned to flight. |
| DATE: 11-29-16 | | DATE: 29 Nov 16 TACH TIME: 3623.7 |
| I.P. NAME & #: Hester | | SIGNATURE; & #: |

CARLOS ELIAS

CARLOS ELIAS

N3XR816N

ERAU 10

11/22

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| PA23R | 2844137 | N106 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Fan makes very unappealing sound when turned off. | | Replaced blower assy w/ new ops check good. No other defects noted at this time. A/C OK for RTS. |
| DATE: 12- 16 -16 | | DATE: 12/20/16 TACH TIME: 3678.9 |
| I.P. NAME & #: Plouffe | | SIGNATURE; & #: [REDACTED] |
| 2. Left window cracks near window holder. | | <p>Stopped drilled cracks (2ea.) and sealed with clear RTV. No further issues found. A/C returned to service.</p> <div style="text-align: right; font-size: small;"> Jun Ford ERAU 10 NSXR816N 12 </div> |
| DATE: 1-6-17 | | DATE: 06/17 TACH TIME: 3686.7 |
| I.P. NAME & #: DesRoches | | SIGNATURE; & #: [REDACTED] |
| 3. Engine roughness, small backfires during runup & fouled sparkplug burn off. Arrow started without fuel pump. | | Performed engine runup & burn off procedure. No further defects noted may drop ops check good, A/C OK for return to service. |
| DATE: 1/10/17 | | DATE: 1/10/17 TACH TIME: 3696.2 |
| I.P. NAME & #: Thruwer | | SIGNATURE; & #: [REDACTED] Korey Dickerson ERAU 45 NSXR816N 1619 |
| 4. Right main brake caliper leak | | Replaced the O-ring in the caliper. Bled system. No fault code found. A/C returned to service. |
| DATE: 02/04/17 | | DATE: 04/17 TACH TIME: 3766.1 |
| I.P. NAME & #: Plouffe | | SIGNATURE; & #: [REDACTED] |
| 5. #GPS Display giving line through middle of screen. Recycled radio master. No effect. | | Replaced #16 NS430W unit w/ repaired unit. Configured to correct settings. operator check good. A/C isoder ATS |
| DATE: 2/24/17 | | DATE: 2/24/17 TACH TIME: 3887.3 |
| I.P. NAME & #: Thruwer | | SIGNATURE; & #: [REDACTED] K. Stinson ERAU 44 NSXR816N 0244 |

NSXR816N
CARLOS ELIAS

NSXR816N 12

NSXR816N 1619

NSXR816N 0244

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|--|---|
| PA28R | 2844137 | N106EN |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Comm 1 Not transmitting Voice, AIC reported on Comm 2 → "Carrier only" | | Removed comm and installed servicable radio. Swapped #1 & #2 radio locations. P.O.O for #2 radio distorted Pixels, A/c OK for RT |
| DATE: 3/1/17 | DATE: 5/1/17 | TACH TIME: Daniel Stuppel, ERAU 44 N3XR816N 126244 |
| I.P. NAME & #: <i>Stuppel</i> | SIGNATURE; & #: [REDACTED] | |
| 2. Overspeed Prop about 3 seconds @ 2750 | | Per logbook SB 367M, overspeed was less than 10% of rated power and no further maintenance action required. AIC returned to service. |
| DATE: 3/4/17 | DATE: 04 Mar 17 | TACH TIME: 3823.2 |
| I.P. NAME & #: KANGA | SIGNATURE; & #: [REDACTED] | |
| 3. Nose gear bulb not working right | | Found the nose gear bulb had worn contacts. Replaced bulb. OPS check good. Returned to service. |
| DATE: 3/11/17 | DATE: 3-11-17 | TACH TIME: 3851.4 |
| I.P. NAME & #: <i>Fettner</i> | SIGNATURE; & #: [REDACTED] | |
| 4. 1. prop fluctuating on takeoff. 2. co-pilot seat loosening right | | 1. Installed New Prop control Rod end. 2. Installed new Seat ultra lock control arm. Replaced seat Hardware and adjusted actuator. |
| DATE: 3-17-17 | DATE: 3/18/17 | TACH TIME: 3868.5 |
| I.P. NAME & #: Minkovetsky, M | SIGNATURE; & #: [REDACTED] | |
| 5. RIGHT MAIN TIRE ALMOST NO TREAD VERY BALD IN MOST SPOTS | | TIRES (RMG & LMG) were replaced LMG & RMG tire. No further defects noted. AIC OK for return to service. |
| DATE: 3-18-17 | DATE: 03/19/17 | TACH TIME: 3869.7 |
| I.P. NAME & #: David, A | SIGNATURE; & #: [REDACTED] | |

Cole Muehleider ERAU 47
 N3XR816N 0242
 Corey Dickerson ERAU 45
 N3XR816N 1619

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|---|--|
| PA 28R | 2844137 | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. STROBE + FIN STROBE LIGHTS INOP. | | Found power connection at strobe pack loose. Sealed connection & ops checked system. Ops check good. No other defects noted. A/c OK to Rtc. |
| DATE: 3/30/17 | DATE: 3-30-17 TACH TIME: 3900.8 | |
| I.P. NAME & #: Carmad | SIGNATURE; & #: [Redacted] | |
| 2. Dead Battery | | The aircraft was started with external power. The aircraft was run to charge the ships battery. No further defects have been noted at this time. The operational test resulted well. The aircraft is approved for return to service. |
| DATE: 03/30/17 | DATE: 3/30/2017 TACH TIME: 3900.8 | |
| I.P. NAME & #: Patterson | SIGNATURE; & #: [Redacted] | |
| 3. 6105430 430, GMX 200 keeps cycling. nose gear strut touching door ↳ there's trace | | R2R A/c battery 615430 JG 4x200 Ops check good. Batteries & alternator ops check good. Inspected U.G. with no defects noted. A/c OK for return to service. |
| DATE: 4-11-17 | DATE: 4/11/17 TACH TIME: 3937.8 | |
| I.P. NAME & #: Veakams | SIGNATURE; & #: [Redacted] <small>Korey Dickerson ERAU 45 N3XR816N 1619</small> | |
| 4. failed run-up; did burn off, still outside tolerances (200 drop on left mag, more than 100 diff. between mags) | | Performed engine run up & burn off procedure. L-mag drop 100 RPM R-mag drop 75 RPM. No mag defects noted, A/c OK for return to service. |
| DATE: 4-13-17 | DATE: 4/13/17 TACH TIME: 3943.4 | |
| I.P. NAME & #: Rai | SIGNATURE; & #: [Redacted] <small>Korey Dickerson ERAU 45 N3XR816N 1619</small> | |
| 5. Left Rudder on the co-pilot side is leaking fluid. | | cleaned old fluid & performed multiple ops check of the R-side Lt brake. No defects noted. No other defects noted. A/c OK to Rtc. |
| DATE: 4/14/17 | DATE: 4-14-17 TACH TIME: 3945.0 | |
| I.P. NAME & #: Montalvo | SIGNATURE; & #: [Redacted] | |

SCOTT PARKER
CRS N3XR816N

JOSEPH SARLI
N3XR816N

SCOTT PARKER
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA-28 | 2844B7 | N1068 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Failed Runup: 90 RPM between L+R mag. Did turn off procedure was then 60 upart. Brought to Idle oil pressure in yellow (45 PSI) @ 1000 RPM. Tried Runup twice NO D. | | Re-timed Right mag to 200 BTDC, performed engine run up L-mag drop 100 RPM R-mag drop 100 RPM, no mag defects noted. Engine oil pressure OK. CPS checked good no defects noted. A/C OK for return to service. |
| DATE: 4/17/17 | DATE: 4/17/17 | TACH TIME: 3950.4 |
| I.P. NAME & #: Appleton | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 2. Left Right rudder/brake pedal leaking fluid. - Master cylinder. | | R+R Rt side lt brake master cylinder. Bled system. cps check at brakes good. no other defects noted. A/C OK for RTT. |
| DATE: 4/20/17 | DATE: 4-20-17 | TACH TIME: 3962.2 |
| I.P. NAME & #: Plouffe | SIGNATURE; & #: [Redacted] | |
| 3. VOID | | VOID |
| DATE: 4/20/17 | DATE: | TACH TIME: |
| I.P. NAME & #: Rosario/Appleton | SIGNATURE; & #: [Redacted] | |
| 4. Left Landing gear actuator Leaking Hydraulic Fluid. | | The left gear outboard actuator fitting was found with fresh hydraulic fluid residue at the fitting to actuator connection. The fluid line and fitting were removed, and the fitting was cleaned. The fitting and hose were re-secured. The landing gear was cycled multiple times to bleed any air from the system and to check for leaks. No leaks were noted at this time. The operational test resulted well. The aircraft is ok for return to service. |
| DATE: | DATE: 4/20/17 | TACH TIME: 3963.8 |
| I.P. NAME & #: | SIGNATURE; & #: [Redacted] | |
| 5. After engine runup, the main cabin door hinge broke off. | | Inspected & found the hold open arm screw backed out of nut plate. Re-installed screw & hold open arm. A/C return to service. |
| DATE: 4/25/17 | DATE: 25 APR 17 | TACH TIME: 3979.7 |
| I.P. NAME & #: LGG, S | SIGNATURE; & #: [Redacted] | Jim Ford ERAU 1 N3XR816N 1272 |

SCOTT PARKER
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| PA-28R | 2844137 | N106 ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. EMB ₆ over-speed 1-2 sec. RPM tends to go over limit with full power | | Complied w/ Liteming SB 369M, Determined to be momentary over-speed, Adjusted prop governor to 2650 Max RPM. Engine run up check good A/C ok for return to service. <div style="text-align: right; font-size: small;"> Daniel Stinelli ERAU 44 N3XR816N 9244 </div> |
| DATE: 5/9/17 | | DATE: 5/9/17 TACH TIME: 4014.8 |
| I.P. NAME & #: Kim, J | | SIGNATURE; & #: [REDACTED] |
| 2. Pilot's side yoke PTT/ Yoke Grip Falling apart | | Re-secured pilot side yoke assembly. No further defects noted. A/C ok for return to service. |
| DATE: 5/16/17 | | DATE: 5/16/17 TACH TIME: 4013.0 |
| I.P. NAME & #: DETON | | SIGNATURE; & #: [REDACTED] Korey Dickerson ERAU 45 N3XR816N 1619 |
| 3. | | |
| DATE: 5/14/17 | | DATE: TACH TIME: |
| I.P. NAME & #: Ontman | | SIGNATURE; & #: |
| 4. low oil pressure (in the yellow) RPM for 2 Hobbs | | At idle, oil pressure found to be at top of yellow arch (approx. 50 psi). Once RPM increased oil pressure went into green. Found discrepancy to be normal. No other defects noted at this time. A/C ok for return to service. |
| DATE: 5/19/17 | | DATE: 5/19/17 TACH TIME: 4050.4 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE; & #: [REDACTED] |
| 5. After Emergency Descent. Gear was made at 112 kts at instead of 107 kts. | | Insp LG doors and wires no faults noted at this time. |
| DATE: 5/22/17 | | DATE: 5-22-17 TACH TIME: 4055.4 |
| I.P. NAME & #: LGG.S | | SIGNATURE; & #: [REDACTED] ERAU-27. |

N3XR816N
CARLOS ELIAS

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|--|
| DA 28 | 2844137 | N110ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Tail strike. | | Inspected tail for evidence of damage. Tail skid was scraped, but no structural damage noted. No other defects noted. AOK for return to service. |
| DATE: 6-3-17 | | DATE: 6/3/17 TACH TIME: 4086 KERRY NOYES |
| I.P. NAME & #: Brown | | SIGNATURE; & #: [Redacted] N3XR816N |
| 2. Comms 1+2 static when transmitting. (Jake could use lobe) | | OPS checked Coms (From) Mill Humming due to charging system. Does not interfere with operation. Serviceable at this time. A/C returned to service. |
| DATE: 6/10/17 | | DATE: 6-10-17 TACH TIME: 4096.5 |
| I.P. NAME & #: Oroman | | SIGNATURE; & #: [Redacted] |
| 3. GPS Intermittent as well as high pitch whine in headset when power above 16" | | Reviewed A/C & checked GPS log for proper ops. GPS check good. Started A/C & monitored headset for whining. No noises noted. No other defects noted. A/C OK for RT. |
| DATE: 6/10/17 | | DATE: 6-11-17 TACH TIME: 4098.9 |
| I.P. NAME & #: Moore, C | | SIGNATURE; & #: [Redacted] |
| 4. Comms 1+2 High pitch whine @ high power setting 16" C. Also pilot side yoke has sharp zip ties that need to be replaced. | | The com system was checked for operation, and a subtle whining was noted during transmission. Corrosion was removed from the battery ground and no further defects were noted. The pilot side yoke tie wraps were also adjusted. The aircraft has been approved for return to service. |
| DATE: 6-15-17 | | DATE: 6/15/17 TACH TIME: 4111.9 |
| I.P. NAME & #: Brown | | SIGNATURE; & #: [Redacted] |
| 5. - Co Pilot Mic fell off yoke - Database expired | | ① Rechecked the PTT to control yoke. ② Inspected the yoke base operation date and found it good. Expiration DATE is JULY 20, 2017. A/C OK for RT. |
| DATE: 6/21/17 | | DATE: 21 Jun 17 TACH TIME: 4129.3 |
| I.P. NAME & #: [Redacted] | | SIGNATURE; & #: [Redacted] |

Michael Cordes
 N3XR816N
 SCOTT PARKER
 N3XR816N
 JOSEPH SARI
 N3XR816N

Jim Ford
 N3XR816N
 ERAU W
 1272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|--|
| PA 28 | 2844137 | N100ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Comm 1 GPS 1 IAP | | <p>Replaced alternator Replaced fuse panel Performed radio operational check and GPS operational check, GPS receiver stopped working. <small>Jacques DiPhillippe - ERAU</small></p> |
| DATE: 05/07/2017 | DATE: 7/05/17 | TACH TIME: 4150.3 |
| I.P. NAME & #: Elfolky | SIGNATURE; & #: [REDACTED] | |
| 2. Storm window clasp missing nut. | | <p>The storm window latch was re-secured with new hardware. An operational test was performed, and no defects were noted. The aircraft has been approved for return to service.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto; margin-right: auto;"> <p style="text-align: center;">JOSEPH SARLI -N3XR816N</p> </div> |
| DATE: 7/12/17 | DATE: 7/12/17 | TACH TIME: 4161.0 |
| I.P. NAME & #: Soglio | SIGNATURE; & #: [REDACTED] | |
| 3. White taxiing, Bangang noise | | <p>Right main gear shaft seal failed. Rebuilt right main strut with no other delays. All returned to service.</p> |
| DATE: 9/29/17 | DATE: 9-29-17 | TACH TIME: 4206.0 |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |
| 4. Hard Landing | | <p>Performed hands on inspect. No defects noted. A/c ok to RT.</p> |
| DATE: 10/2/17 | DATE: 10-3-17 | TACH TIME: 4353.0 |
| I.P. NAME & #: Pitorque | SIGNATURE; & #: [REDACTED] | |
| 5. Right Seat unable to hold vertical position | | <p>Adjusted the seat height actuator knob and performed several operational checks. No further issues noted. A/c returned to service.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto; margin-right: auto;"> <p style="text-align: center;"><small>Jim Ford</small> N3XR816N</p> </div> |
| DATE: 10/31/2017 | DATE: 31 Oct 17 | TACH TIME: 4400.1 |
| I.P. NAME & #: [REDACTED] | SIGNATURE; & #: [REDACTED] | |

Michael Cordes
 N3XR816N
 SCOTT PARKER
 CRS N3XR816N

Jim Ford
 ERAU 10
 N3XR816N
 272

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA28R | 2844147 | N1106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Hard landing | | Performed Hard landing Inspection with no defects noted. A/C OK for return to service |
| DATE: | DATE: 11/1/17 | TACH TIME: 44028 |
| I.P. NAME & #: Zinn | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 2. Approx 9.5 quarts of oil. | | Removed 2 quarts of oil to bring the engine oil level to 8 quarts. All returned by Serstam |
| DATE: 11/4/17 | DATE: 11-4-17 | TACH TIME: 44028 |
| I.P. NAME & #: Madden | SIGNATURE; & #: [Redacted] | |
| 3. While priming, fuel flow went to 0 after on brief flow was noted. Mixture was full forward. IP + student did not hear ^{any} fuel pump after. | | R/R Fuel burst pump. Ops checked and no leaks noted, A/C OK for return to service. |
| DATE: 11/6/17 | DATE: 11/6/17 | TACH TIME: 4409.8 |
| I.P. NAME & #: Madden | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 4. Left mag not grounding on runup no drop Right mag normal op secured ok | | Inspected mag found terminal on mag worn. R/R mag terminal run up ops check good no further defects noted. A/C OK for return to service. |
| DATE: 11/7/17 | DATE: 11/7/17 | TACH TIME: 4412.3 |
| I.P. NAME & #: Jones | SIGNATURE; & #: [Redacted] | Korey Dickerson ERAU 45 N3XR816N 1619 |
| 5. Right Brake Fluid Leak | | Inspected the brake system, found the pads to be worn past limits allow fluid to pool past ring. Replaced pads with build up from shop. No further leaks noted. A/C OK for return to service. |
| DATE: 11/08/2017 | DATE: 08 Nov 17 | TACH TIME: 4416.6 |
| I.P. NAME & #: [Redacted] CFI | SIGNATURE; & #: [Redacted] | |

Michael Cordes
N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------------------------|--|
| DAZER | 2844137 | N100ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. Comm 2 unreadable | | Replaced comm 2, reset was config & GPS. Performed needs ops check no defects noted. |
| DATE: 11/30/17 | DATE: 11/30/17 | TACH TIME: 4455.7 |
| I.P. NAME & #: Murphy | SIGNATURE; & #: [Redacted] | |
| 2. Left Mag not grounding, no drop. Right Mag good. | | Repair to broken wire on the right mag P-Lead. OPS Check good. No other defects noted. All returned to service |
| DATE: 12/1/17 | DATE: 12-1-17 | TACH TIME: 462.3 |
| I.P. NAME & #: Harmon | SIGNATURE; & #: [Redacted] | |
| 3. AHS took slightly long to align but did. HDG indication was X-ed, showing GPS TRK instead, when we taxied HDG indication functioned normally but would Red X when at a stop. | | Replaced magnetometer operated IFAI Comm 1650 sect 5.6.2. Hereby operational check good Defects noted. |
| DATE: 12/2/17 | DATE: 12/2/17 | TACH TIME: 4859.1 |
| I.P. NAME & #: Philbin | SIGNATURE; & #: [Redacted] | |
| 4. Nose gear strut too low | | Adjusted the nose strut for correct nose gear. Sealed the nose strut with nitrogen. No further work to be done. |
| DATE: 12/5/17 | DATE: as per 17 | TACH TIME: 4464.2 |
| I.P. NAME & #: Unknown | SIGNATURE; & #: [Redacted] | |
| 5. Very hard landing (bounce) IP looked at landing gear no defects but wants Mx to inspect | | Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, loose or damages trunion mounts. Insp wheelwells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator sidebrace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Insp fuselage and empennage for door alignment, buckling, loose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time. |
| DATE: 12/13/17 | DATE: 12-13-17 | TACH TIME: 4471.3 |
| I.P. NAME & #: Phanco | SIGNATURE; & #: [Redacted] | |

Jacques DuPhilippe ERA

N3XR816N 84

Michael Cortes
N3XR816N

Jacques DuPhilippe ERAU 25

N3XR816N 8434

Jim Ford ERAU

N3XR816N 1272

SCOTT PARKER
CRS N3XR816N

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|--|----------------------------|---|
| PA28R | 2844135 | N106ER |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. On run up Run rough running engine and sounded like knocking | | RAR Rt mag. cps check of mag gap. No other defects noted. A/c ok for flight. |
| DATE: 12/14/17 | DATE: 12-14-17 | TACH TIME: 4473.1 |
| I.P. NAME & #: Rame | SIGNATURE; & #: [Redacted] | |
| 2. Left main gear actuator leak | | RAR LMG actuator. Ops check good, no further leaks noted. A/c ok for return to service. |
| DATE: 12/15/17 | DATE: 12/20/17 | TACH TIME: 4487.1 |
| I.P. NAME & #: Cheney | SIGNATURE; & #: [Redacted] | |
| 3. 6500 Aviation database expired 4 Jan | | Updated the data base. No further issues found. A/c returned to service. |
| DATE: 1/5/18 | DATE: 1/5/18 | TACH TIME: 4493.7 |
| I.P. NAME & #: Philbin | SIGNATURE; & #: [Redacted] | |
| 4. Oil pressure below green arc. doesn't hit green arc until about 1800rpm | | Pin the engine and allowed to warm up. Pin the engine operation. Oil pressure went in green arc. No defects noted. A/c returned to service. |
| DATE: 1-6-18 | DATE: 1-6-18 | TACH TIME: 4496.7 |
| I.P. NAME & #: Delgraw | SIGNATURE; & #: [Redacted] | |
| 5. Transponder Inop | | Replaced GTX 330 transponder. Reformed operational check. FAW FAR 911191413 IAW FAR 43 appx E (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad) (ae) (af) (ag) (ah) (ai) (aj) (ak) (al) (am) (an) (ao) (ap) (aq) (ar) (as) (at) (au) (av) (aw) (ax) (ay) (az) (ba) (bb) (bc) (bd) (be) (bf) (bg) (bh) (bi) (bj) (bk) (bl) (bm) (bn) (bo) (bp) (bq) (br) (bs) (bt) (bu) (bv) (bw) (bx) (by) (bz) (ca) (cb) (cc) (cd) (ce) (cf) (cg) (ch) (ci) (cj) (ck) (cl) (cm) (cn) (co) (cp) (cq) (cr) (cs) (ct) (cu) (cv) (cw) (cx) (cy) (cz) (da) (db) (dc) (dd) (de) (df) (dg) (dh) (di) (dj) (dk) (dl) (dm) (dn) (do) (dp) (dq) (dr) (ds) (dt) (du) (dv) (dw) (dx) (dy) (dz) (ea) (eb) (ec) (ed) (ee) (ef) (eg) (eh) (ei) (ej) (ek) (el) (em) (en) (eo) (ep) (eq) (er) (es) (et) (eu) (ev) (ew) (ex) (ey) (ez) (fa) (fb) (fc) (fd) (fe) (ff) (fg) (fh) (fi) (fj) (fk) (fl) (fm) (fn) (fo) (fp) (fq) (fr) (fs) (ft) (fu) (fv) (fw) (fx) (fy) (fz) (ga) (gb) (gc) (gd) (ge) (gf) (gg) (gh) (gi) (gj) (gk) (gl) (gm) (gn) (go) (gp) (gq) (gr) (gs) (gt) (gu) (gv) (gw) (gx) (gy) (gz) (ha) (hb) (hc) (hd) (he) (hf) (hg) (hh) (hi) (hj) (hk) (hl) (hm) (hn) (ho) (hp) (hq) (hr) (hs) (ht) (hu) (hv) (hw) (hx) (hy) (hz) (ia) (ib) (ic) (id) (ie) (if) (ig) (ih) (ii) (ij) (ik) (il) (im) (in) (io) (ip) (iq) (ir) (is) (it) (iu) (iv) (iw) (ix) (iy) (iz) (ja) (jb) (jc) (jd) (je) (jf) (jg) (jh) (ji) (jj) (jk) (jl) (jm) (jn) (jo) (jp) (jq) (jr) (js) (jt) (ju) (jv) (jw) (jx) (jy) (jz) (ka) (kb) (kc) (kd) (ke) (kf) (kg) (kh) (ki) (kj) (kk) (kl) (km) (kn) (ko) (kp) (kq) (kr) (ks) (kt) (ku) (kv) (kw) (kx) (ky) (kz) (la) (lb) (lc) (ld) (le) (lf) (lg) (lh) (li) (lj) (lk) (ll) (lm) (ln) (lo) (lp) (lq) (lr) (ls) (lt) (lu) (lv) (lw) (lx) (ly) (lz) (ma) (mb) (mc) (md) (me) (mf) (mg) (mh) (mi) (mj) (mk) (ml) (mm) (mn) (mo) (mp) (mq) (mr) (ms) (mt) (mu) (mv) (mw) (mx) (my) (mz) (na) (nb) (nc) (nd) (ne) (nf) (ng) (nh) (ni) (nj) (nk) (nl) (nm) (nn) (no) (np) (nq) (nr) (ns) (nt) (nu) (nv) (nw) (nx) (ny) (nz) (oa) (ob) (oc) (od) (oe) (of) (og) (oh) (oi) (oj) (ok) (ol) (om) (on) (oo) (op) (oq) (or) (os) (ot) (ou) (ov) (ow) (ox) (oy) (oz) (pa) (pb) (pc) (pd) (pe) (pf) (pg) (ph) (pi) (pj) (pk) (pl) (pm) (pn) (po) (pp) (pq) (pr) (ps) (pt) (pu) (pv) (pw) (px) (py) (pz) (qa) (qb) (qc) (qd) (qe) (qf) (qg) (qh) (qi) (qj) (qk) (ql) (qm) (qn) (qo) (qp) (qq) (qr) (qs) (qt) (qu) (qv) (qw) (qx) (qy) (qz) (ra) (rb) (rc) (rd) (re) (rf) (rg) (rh) (ri) (rj) (rk) (rl) (rm) (rn) (ro) (rp) (rq) (rr) (rs) (rt) (ru) (rv) (rw) (rx) (ry) (rz) (sa) (sb) (sc) (sd) (se) (sf) (sg) (sh) (si) (sj) (sk) (sl) (sm) (sn) (so) (sp) (sq) (sr) (ss) (st) (su) (sv) (sw) (sx) (sy) (sz) (ta) (tb) (tc) (td) (te) (tf) (tg) (th) (ti) (tj) (tk) (tl) (tm) (tn) (to) (tp) (tq) (tr) (ts) (tt) (tu) (tv) (tw) (tx) (ty) (tz) (ua) (ub) (uc) (ud) (ue) (uf) (ug) (uh) (ui) (uj) (uk) (ul) (um) (un) (uo) (up) (uq) (ur) (us) (ut) (uu) (uv) (uw) (ux) (uy) (uz) (va) (vb) (vc) (vd) (ve) (vf) (vg) (vh) (vi) (vj) (vk) (vl) (vm) (vn) (vo) (vp) (vq) (vr) (vs) (vt) (vu) (vv) (vw) (vx) (vy) (vz) (wa) (wb) (wc) (wd) (we) (wf) (wg) (wh) (wi) (wj) (wk) (wl) (wm) (wn) (wo) (wp) (wq) (wr) (ws) (wt) (wu) (wv) (ww) (wx) (wy) (wz) (xa) (xb) (xc) (xd) (xe) (xf) (xg) (xh) (xi) (xj) (xk) (xl) (xm) (xn) (xo) (xp) (xq) (xr) (xs) (xt) (xu) (xv) (xw) (xx) (xy) (xz) (ya) (yb) (yc) (yd) (ye) (yf) (yg) (yh) (yi) (yj) (yk) (yl) (ym) (yn) (yo) (yp) (yq) (yr) (ys) (yt) (yu) (yv) (yw) (yx) (yy) (yz) (za) (zb) (zc) (zd) (ze) (zf) (zg) (zh) (zi) (zj) (zk) (zl) (zm) (zn) (zo) (zp) (zq) (zr) (zs) (zt) (zu) (zv) (zw) (zx) (zy) (zz) |
| DATE: 1-11-18 | DATE: 1/15/2018 | TACH TIME: no defects noted |
| I.P. NAME & #: CRAUB | SIGNATURE; & #: [Redacted] | |

SCOTT PARKER
CRS N3XR816N

Michael Cordes
N3XR816N

1/8/18
L. In Philbin ERAU 18
N3XR816N 8434

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---------------------------|---|--|
| PA28R | 284435 | N106ER |
| DISCREPANCY | | |
| 1. | <p style="text-align: center; color: yellow; font-weight: bold;">Hard Landing</p> | <p>The aircraft was checked to determine that a hard landing did in-fact occur. Upon visual verification of the landing gear, landing gear structure, engine mounts and other general structural items. The wiper seals were checked to determine their travel on the gear struts. The wiper seals indicated no excessive travel occurred, and no indications that a hard landing occurred were found. The gear was swung multiple times to verify its operation. No defects were noted at this time. The operational test resulted well. The aircraft has been approved for return to service.</p> <p style="text-align: right;">Joe Sarli N3XR816N</p> |
| DATE: 1/31/18 | DATE: 1/31/18 | TACH TIME: 4538.0 |
| I.P. NAME & #: Smith III | SIGNATURE; & #: [Redacted] | |
| 2. | <p style="text-align: center; color: yellow; font-weight: bold;">Hard landing</p> | <p>Performed hard landing inspect. No defects noted. No other discrepancies noted. A/c OK for flight.</p> |
| DATE: 2-2-18 | DATE: 2-2-18 | TACH TIME: 4543.9 |
| I.P. NAME & #: DeGraw | SIGNATURE; & #: [Redacted] | |
| 3. | <p>Sdb + Attitude Indicator Inop - No flag</p> | <p>This standby attitude indicator does not have a vacuum flap installed. No further action is required.</p> <p style="text-align: right;">Jim Ford N3XR816N</p> |
| DATE: 2/10/18 | DATE: 10 Feb 18 | TACH TIME: 4535.6 |
| I.P. NAME & #: Smith III | SIGNATURE; & #: [Redacted] | |
| 4. | <p>Left fuel cap vent broken.</p> | <p>Installed new cap vent. No other defects noted.</p> |
| DATE: 2-12-18 | DATE: 2/12/18 | TACH TIME: 4555.7 |
| I.P. NAME & #: Des Roches | SIGNATURE; & #: [Redacted] | |
| 5. | <p>Right Brake caliper leaking brake fluid</p> | <p>Removed and replaced R/R brake Assy. w/ new. Bleed and serviced brake system as necessary. Operational check good. A/c is OK for flight.</p> |
| DATE: 2/21/18 | DATE: 02/21/18 | TACH TIME: 4576.1 |
| I.P. NAME & #: [Redacted] | SIGNATURE; & #: [Redacted] | |

Tom Zeleznik

Daniel Stinelli ERAU 44
N3XR816N 9244

ERAU 49
0702

SCOTT PARKER
CRS N3XR816N

Cole Muenfelder ERAU 47
N3XR816N 0242

DISCREPANCY RECORD

R - RECHECK & REMARK

S - SCHEDULED FOR MAINTENANCE

| MODEL | SERIAL # | REGISTRATION NUMBER |
|---|----------|---|
| | | N1068A |
| DISCREPANCY | | CORRECTIVE ACTION |
| <p>① On takeoff roll, tachometer read ~2650 RPM, tachometer also notes "Reads 300RPM low" so we did not abort. During climb, RPM was reading ~2550 RPM and we had a climb @ 500' GOOD RPM</p> | | <p>Removed and Replaced Tachometer w/ new. Operational check good. A/C IS OK for flight</p> |
| DATE: 02/26/18 | | DATE: 2/27/18 TACH TIME: 00 |
| I.P. NAME & #: Mahmoud | | SIGNATURE & #: [REDACTED] |
| <p>② Upon speaking to flight sup / Mx we were advised to return to KDAB or head to KEVB. A/C engine ran back on way back. W/o full RPM</p> | | |
| DATE: 02/26/18 | | DATE: TACH TIME: |
| I.P. NAME & #: Mahmoud | | SIGNATURE & #: |
| <p>③ Standby attitude indicator inop - Good vacuum pressure - just wobbles</p> | | <p>Removed attitude indicator PN: 598-536 SN: 21J05526 and installed IN: 598-536 SN: 22505267. Ops check good with steady vac pump and engine check. No other defects noted. Aircraft ok for return to service.</p> |
| DATE: 03/02/2018 | | DATE: 3-3-18 TACH TIME: 14.9 |
| I.P. NAME & #: TRACY | | SIGNATURE & #: [REDACTED] |
| <p>④ Gear unsafe lift up after doing stop turns with gear up. POC was indicated on way back to Denver</p> | | |
| DATE: 3/6/2018 | | DATE: TACH TIME: 4 |
| I.P. NAME & #: Addison | | SIGNATURE & #: [REDACTED] |
| <p>⑤ [REDACTED] (3-9-18)</p> | | <p>Inspected gear gear door for any defect caused by airgap. None noted. ops then good. A/C</p> |
| DATE: 3/13/18 | | DATE: 3/14/18 TACH TIME: 33 |
| I.P. NAME & #: [REDACTED] | | SIGNATURE & #: [REDACTED] |

Replaced (N) up to date aircraft. Performed inspection that no defects noted. Work accomplished in accordance with PAIR Service Standard Section (SAB-00) page 101.

KERRY NOVES
N3XR816N

DARRELL SWEENEY
N3XR816N



DISCREPANCY RECORD

S - SCHEDULED FOR MAINTENANCE

| R - RECHECK & REMARK | | REGISTRATION NUMBER |
|---|----------|--|
| MODEL | SERIAL # | |
| | | 106 |
| DISCREPANCY | | CORRECTIVE ACTION |
| 1. COM #1 INOP, as well as GPS #1, Unable to transmit/recvie com's and got "NO GPS position" MSG; | | Found not loose in may rechecked GNS #1. Performed C/A / com operations. No defects noted. |
| DATE: 3/14/18 | | DATE: 3/15/18 TACH TIME: 27.3 |
| I.P. NAME & #: Bunke | | SIGNATURE; & #: [Redacted] |
| 2. Flap overspeed @ 10" for 12 second 104ft. | | Performed Flap overspeed inspection. No defects noted. A/C return to service |
| DATE: 3/17/18 | | DATE: 3-16-18 TACH TIME: 44.9 |
| I.P. NAME & #: Tim | | SIGNATURE; & #: [Redacted] |
| 3. Cotter pin on right main gear lower torque link damaged; striking straight up | | Second cotter pin. Replaced the RMB upper tower ball hardware. No other defects noted. A/C return to service. |
| DATE: 3/23/18 | | DATE: 3-23-18 TACH TIME: 52.9 |
| I.P. NAME & #: Chaney | | SIGNATURE; & #: [Redacted] |
| 4. During run-up. R mag drop 200 RPM and then very roughly. L mag drop only 100 RPM | | Removed top cowl and inspected engine, and no damage or leaks were found. Removed and inspected spark plugs. Found Cylinder #2 bottom spark plug fouled. Performed cylinder compression tests: 1178/80, 1176/80, 1178/80, 41780. Cleaned, bepped, rotated, and torqued spark plugs. Performed fuel injector nozzles and found cylinders #1 and #2 nozzle inserts to have blockage. Cleaned nozzles in ultrasonic cleaner, reinstalled and torqued. Performed engine run-up. Idle: 900 RPM, idle mixture rise: 20 RPM; Mag Drops: R: 120 RPM, L: 150 RPM. No engine roughness noted, and all parameters within acceptable limits. 3/23/18 JAG |
| DATE: 3/24/18 | | DATE: [Redacted] TACH TIME: [Redacted] |
| I.P. NAME & #: Chan | | SIGNATURE; & #: [Redacted] |
| 5. | | |
| DATE: | | DATE: TACH TIME: |
| I.P. NAME & #: | | SIGNATURE; & #: |

Mike Cordes ERAU 50
N3XR816N 7855

Mike Cordes ERAU 50
N3XR816N 1855

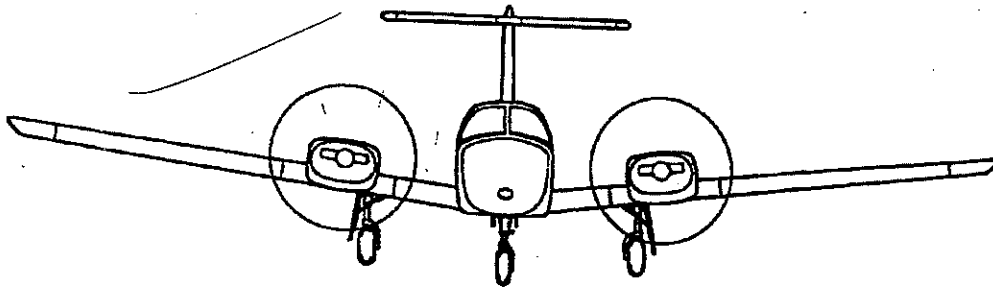
Joe Swi N3XR816N

ERAU 49
0102

N106ER

Airframe Maintenance Logbook

AIRFRAME



MAINTENANCE RECORDS



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

W 72 ER



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

AIRFRAME MAINTENANCE RECORDS

AIRCRAFT DESCRIPTION

Registration No. N712ER

Model: PA-28R-201 Popular Name: ARROW

AIR Serial No.: 2844137 Type Certificate No.: 2A13

Colors: NEW PIPER WHITE / BLUE ^{L0006} & BAHAMA BLUE / NEW PIPER GOLD MET. ^{N4660} ^{L0390}

Engine Manufacturer: LYCOMING Serial Numbers: Single L-33719-51E

Original Engine Model: I0-360-C1C6 Left _____

Right _____

Propeller Manufacturer: McCAULEY Hub or Serial Number: Single 070878

Original Propeller Model: B2D34C213-B Left _____

Right _____

Blade Numbers



Left

Right

ABE26054

ABE26058

2007 MODEL

| CALIBRATION CARD ALTIMETER | | | |
|-------------------------------|------------------------------|--|---|
| P/N: 5934P-3 | | C/N: A134 | S/N: 463727 |
| Standard Alt (Ft) | Alt Reading (Ft) @ Room Temp | Standard Alt (Ft) | Alt Reading (Ft) @ Room Temp |
| -1,000 | -5 | 14,000 | -50 |
| 0 | +5 | 16,000 | -60 |
| 500 | +15 | 18,000 | -60 |
| 1,000 | +10 | 20,000 | -65 |
| 1,500 | +20 | 22,000 | |
| 2,000 | +20 | 25,000 | |
| 3,000 | +25 | 30,000 | |
| 4,000 | +25 | 35,000 | |
| 6,000 | 0 | 40,000 | |
| 8,000 | -20 | 45,000 | |
| 10,000 | -30 | 50,000 | |
| 12,000 | -40 | | |
| Date: 7/19/07 | | Tested By:  | Inspected By:  |

FORM QA-A5 (B)

UNITED INSTRUMENTS, INC.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|---|----------------------------|---|
| Registration No. <u>N712ER</u> | | |
| and Remarks | | Signature |
| | | Certificate No. |
| The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F. | | |
| 1. Make <u>GARMIN</u> Model <u>GTX330</u> SIN <u>84128176</u> | | |
| 2. Make <u>NA</u> Model <u>NA</u> SIN <u>NA</u> | | |
| Details of this inspections are on file at this facility under: | | |
| ACFT S/N <u>2844137</u> Date <u>8/27/07</u> | | |
| The Automatic Pressure Altitude Reporting Equipment Test required by FAR Part 91.217 have been performed this date: <u>8/27/07</u> | | |
| <div style="background-color: black; width: 200px; height: 20px; margin: 0 auto;"></div> Phillip L. Chapman ODARE-511281-CE Piper Aircraft, Inc. Vero Beach, Florida | | |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R

N712ER

Time in Service : 49.8

| | |
|-------------------|-------------|
| A/C TOTAL TIME : | <u>49.8</u> |
| ENG TOTAL TIME : | <u>49.8</u> |
| ENG T.S.M.O.H. : | <u>New</u> |
| TACH TIME : | <u>49.8</u> |
| PROP T.S.M.O.H. : | <u>New</u> |
| PROP TOTAL TIME : | <u>49.8</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced :as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2007 02518**

Date: 26 Oct 2007

Signed: ERN4-15 Repair Station N3XR816N.

E

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

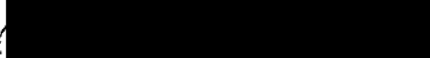
I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 98.9

| | |
|-------------------|-------------|
| A/C TOTAL TIME : | <u>98.9</u> |
| ENG TOTAL TIME : | <u>98.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>98.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>98.9</u> |

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Rerouted drain hoses & secured. C/W vacuum pump wear inspection. Replaced Lt. & Rt. MLG tires & greased Lt. & Rt. MLG wheel bearings. Replaced Lt. & Rt. MLG brake linings.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS2007-03007 Date: 11/15/07

Signed:  Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 147.6

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>147.6</u> |
| ENG TOTAL TIME : | <u>147.6</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>147.6</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>147.6</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**


Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2007 03350
Date: 12/03/07

Signed:  Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG


| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER
Tach Time : 152.9
Aircraft Total Time: 152.9
Repaired two broken wires at LMG down limit switch. Performed operational check of landing gear and gear warning system. No defects were noted. All work performed IAW Piper service manual chapter 32. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
WO # RMS 2007 03393 Date: 12/4/07

Signed: [REDACTED] Ken Wixon - Insp. # 30
Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY


A/C TOTAL TIME : 195.0
ENG TOTAL TIME : 195.0
ENG T.S.M.O.H. : N/A
TACH TIME : 195.0
PROP T.S.M.O.H. : N/A
PROP TOTAL TIME : 195.0

I certify that this AIRCRAFT-PA28R (N721ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 195.0

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09/2012). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repacked nose gear bearings. Repaired broken wire at LMG microswitch. Replaced nose gear up stop bumper.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 00153 Date: 01/14/2008

Signed: [REDACTED] Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
Time in Service : 242.5

A/C TOTAL TIME : 242.5
ENG TOTAL TIME : 242.5
ENG T.S.M.O.H. : NA
TACH TIME : 242.5
PROP T.S.M.O.H. : NA
PROP TOTAL TIME : 242.5

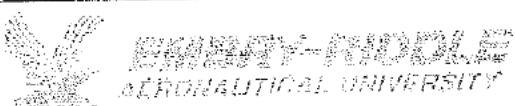

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 00638
Date: 02/05/08

Signed: [REDACTED] Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|--|-------------|
| DATE |  <p>I certify that this <u>AIRCRAFT PART (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>290.3</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd, fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery, expiration date (09-2012), FAR 91.207 par (d) test due (09-2008) Complied with: S. B. 636 (Ignition switch). Performed landing gear retraction test and emergency gear extension. Adjusted rudder cable, stabilator cable, and aileron cable tensions IAW Piper Service manual. Secured forward nose gear actuator rod end bolt. Replaced LMG and RMG brake pads. Replaced RMG and LMG wheel assemblies with built up units. Retorqued all main gear trunion attach bolts. Completed vacuum pump wear check with no defects noted.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: <u>WO # RMS 2008 01131</u> Date: <u>27 Feb 2008</u></p> <p>Signed:  Repair Station N3XR816N. <i>IA</i></p> | WORK |
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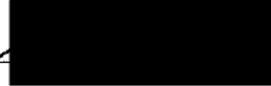
| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>290.3</u> |
| ENG TOTAL TIME : | <u>290.3</u> |
| ENG T.S.M.O.H. : | <u>New</u> |
| TACH TIME : | <u>290.3</u> |
| PROP T.S.M.O.H. : | <u>New</u> |
| PROP TOTAL TIME : | <u>290.3</u> |



N712ER

TACH: 319.2
Replaced oil temp probe p/n 553-672, function tested normal on run up, no leaks noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2008 01337 Date: 6 Mar 2008

Signed:  ERAM-15 Certified Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

DA

AIRFRAME-PA28R

N712ER

Time in Service : 339.3

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>339.3</u> |
| ENG TOTAL TIME : | <u>339.3</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>339.3</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>339.3</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 01536

Date: 03/15/08

Signed: _____

Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.

Time in Service : 383.8

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>383.8</u> |
| ENG TOTAL TIME : | <u>383.8</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>383.8</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>383.8</u> |

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012). FAR91.207 next due 09-08. Complied with: S. B. 636 (Ignition switch) and hydraulic fluid contamination check. Trimmed RT wing tip to give clearance for aileron balance weight arm. Replaced RT wing outboard aileron cable pulley and bushing. Removed LT and RT MLG wheels and installed spacer under axle nuts. Replaced NG up-stop bumper. Removed NG wheel assy, cleaned insp, and repacked wheel bearings. Replaced one set bearing and race in NG wheel assy. Reassembled NG wheel assy using new 5.00X5 tire. Serviced NG strut with 5606 hyd fluid and nitrogen, set strut to proper height. Tightened and secured hardware at RMG downlock hooks. Performed retraction test and emergency gear extension. C/W AD2008-06-51 (fuel servo hex plug), hex plug found loose; insp, torqued, and safetied.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS2008 01957 Date: 02 APRIL 2008

Signed: _____

ERAV-9

Repair Station N3XR816N.

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

ACTT: 433.5
TACH: 433.5

1.) C/W AD 2008-06-51 Fuel Servo Plug I.A.W. Precision Service Bulletin PRS-107, Revision 1 dated March 6, 2008 and no defects noted. Accomplished AD in accordance with paragraphs/steps f, g, i (Inspection/AD is next due @ a total time of 483.5 hours)..

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS2008-02376 Date: 04/19/08

Signed:  Certified Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
Time in Service : 434.5


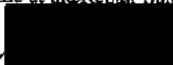
| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>434.5</u> |
| ENG TOTAL TIME : | <u>434.5</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>434.5</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>434.5</u> |



Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 02401
Date: 04/20/08

Signed:  Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|--|
| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY |
| | | <p>I certify that this <u>AIRCRAFT-PA28R (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>481.8</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Vacuum pump wear check completed with no defects noted. Repacked nose gear bearings. Replaced RMG wheel assembly with serviceable built up assembly. Replaced brake pads on left and right brake assemblies. Replaced placard on cabin door lock. Replaced nose gear up stop bumper pad.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>FMC2008-02775</u> Date: <u>5/07/08</u></p> <p>Signed:  <u>ERW 30</u> Repair Station N3XR816N.</p> |
| | | A/C TOTAL TIME : <u>481.8</u> ENG TOTAL TIME : <u>481.8</u> ENG T.S.M.O.H. : <u>NA</u> TACH TIME : <u>481.8</u> PROP T.S.M.O.H. : <u>NA</u> PROP TOTAL TIME : <u>481.8</u> |

| | | |
|--|--|--|
| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY |
| | | <p>AIRFRAME-PA28R N712ER Time in Service : <u>529.2</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2008 03025</u> Date: <u>05/20/08</u></p> <p>Signed:  Repair Station N3XR816N.</p> |
| | | A/C TOTAL TIME : <u>529.2</u> ENG TOTAL TIME : <u>529.2</u> ENG T.S.M.O.H. : <u>NA</u> TACH TIME : <u>529.2</u> PROP T.S.M.O.H. : <u>NA</u> PROP TOTAL TIME : <u>529.2</u> |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

TACH: 537.5
ACTT 537.5

Replaced LMG tire assy. with an ERAU build up that had fresh packed wheel bearings, LMG brakes examined and ok to continue service, wheel and brakes secured.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2008 03078 Date: 22 May 2008

Signed:  N3XR816N



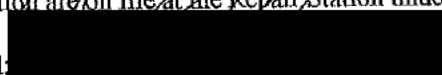
EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER


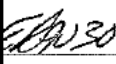
TACH: 549.1
ACTT 549.1

Removed and replaced right fuel tank vent (P/N 36625-003). Work performed IAW Piper PA28-R maintenance manual. No other defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2008 03219 Date: 05/29/08

Signed:  Repair Station no. N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------------|--|------------------|--------------|------------------|--------------|------------------|------------|-------------|--------------|-------------------|------------|-------------------|--------------|
| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | | | | | | | | | | | | |
| | | <p>I certify that this <u>AIRCRAFT-PA28R (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>581.5</u></p> <p>Complied with: <u>ANNUAL</u> Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12). FAR91.207 next due (09-08). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Tightened and safetied nose gear torque link center bolt. Retorqued bolts at both left and right rear trunnion plates. Tightened forward bolt on nose gear actuator.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2008-03425</u> Date: <u>06/06/2008</u></p> <p>Signed:  Repair Station N3XR816N.</p> | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>581.5</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>581.5</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>581.5</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>581.5</u></td></tr> </table> | A/C TOTAL TIME : | <u>581.5</u> | ENG TOTAL TIME : | <u>581.5</u> | ENG T.S.M.O.H. : | <u>N/A</u> | TACH TIME : | <u>581.5</u> | PROP T.S.M.O.H. : | <u>N/A</u> | PROP TOTAL TIME : | <u>581.5</u> |
| A/C TOTAL TIME : | <u>581.5</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>581.5</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>581.5</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>581.5</u> | | | | | | | | | | | | | |



N712ER

TACH: 625.2

Replaced left landing gear actuator with new p/n: 455-994. Operated gear several times. Checked for leaks at actuator and serviced hydraulic pump with fluid. Operation found good, no leaks noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS2008 03760 Date: 06/23/2008

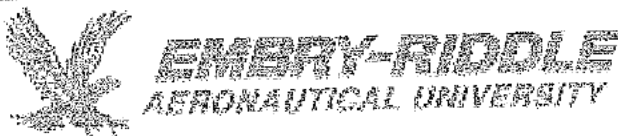
Signed:  Certified Repair Station N3XR816N.

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| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | | | | | | | | | | | | |
| | | <p>AIRFRAME-PA28R N712ER Time in Service : <u>628.0</u></p> | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>628.0</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>628.0</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>628.0 000 MF</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>628.0</u> MF</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>628.0 000</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>628.0</u> MF</td></tr> </table> | A/C TOTAL TIME : | <u>628.0</u> | ENG TOTAL TIME : | <u>628.0</u> | ENG T.S.M.O.H. : | <u>628.0 000 MF</u> | TACH TIME : | <u>628.0</u> MF | PROP T.S.M.O.H. : | <u>628.0 000</u> | PROP TOTAL TIME : | <u>628.0</u> MF |
| A/C TOTAL TIME : | <u>628.0</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>628.0</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>628.0 000 MF</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>628.0</u> MF | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>628.0 000</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>628.0</u> MF | | | | | | | | | | | | | |
| | | <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2008 03820</u> Date: <u>6/25/08</u></p> <p>Signed:  Repair Station N3XR816N.</p> | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| <p>DATE</p> | <p>TACH OR HOBBS TIME :</p> | <p align="center">DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK</p> |
|-------------|-------------------------------------|--|
|-------------|-------------------------------------|--|



N712ER

ACTT: 658.2

TACH: 658.2


1.) Traveled to the hangar and built up 2 main wheel assemblies using new parts as necessary. Cleaned, inspected all parts and repacked the wheel bearings. Updated the aircraft "C" list for bearing repack. Installed the buildups on the left and right main gear and safetied both wheels. Installed brakes and ops checked the brakes good.

2.) Cleaned all brake caliper pins. Removed and replaced the left and right brake linings and ops checked the brakes good.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order:

WO # **RMS 2008 04117**

Date: 7/12/08

Signed  Certified Repair Station N3XR816N.

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AIRFRAME MAINTENANCE LOG



EMBURY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

ACTT: 671.8

TACH: 671.8

The installation of the ADS-B (Automatic Dependant Surveillance-Broadcast) system has been completed on this aircraft. The basis for approval for this installation is found in the supplied Supplemental Type Certificate (STCSA02154AK) (MX20 MFD), Supplemental Type Certificate (STCSA02217AK) (GDL90 UAT).

- 1) Installed GPS antenna on top of fuselage pn 013-00235-00 GA 35 sn 38886 weighing .40 lbs at station #180.0
- 2) Installed UAT antenna on top of fuselage pn CII05-11 sn 10082 weighing .25 lbs at station #178.0
Installed UAT antenna on bottom of fuselage pn CII05-11 sn 10081 weighing .25 lbs at station #170.0
- 3) Installed harness weight 5.13 lbs at an average station of 107. Routed Harness along the existing aircraft harness on left side, Terminated the harness at the MX20, GDL90, encoder, and GNS 430.
- 4) Installed MX20 mounting tray pn 310-0429-01 weighing .75 lbs, at station # 63.0
- 5) Removed encoder pn AK350, sn 66848, installed TCI (same location no weight change) Serial/Parallel encoder pn SSD120-30A-RS232 sn SRA 8397 (found encoder inoperative during testing, removed s/n SRA-8397). Installed sn SRA-8424.
- 6) Installed two 3 amp circuit breaker (MX20, and UAT) at circuit breaker panel in line with avionic bus, and labeled accordingly.
- 7) Installed MX20 multi-function display, P/N: 430-270-501 S/N: 6063979, at station 63.00, weighing 4.25 pounds.
- 8) Installed GDL 90 Universal Access Transceiver, P/N: 430-6081-100-000, S/N: 29100047, UAT rack, and APM (Aircraft Personality Module) at aircraft station 180.0, weighing 6.5 pounds.
- 9) Performed Post-Installation checkout and configuration IAW, GDL 90 Installation Manual Part Number: 560-1049-00 Rev. B, dated 30 April 2004. Configured and tested MX20 multi-function display in accordance with MX20 Multi-Function Display Installation Manual Part Number: 560-1025-06, dated: October 2005 Rev. D.
- 10) Performed voltage load analysis I.A.W. AC 43.13-1A chapter 11 section 3.
- 11) Updated the weight and balance.
- 12) Updated POH section 9.
- 13) Updated the equipment list.
- 14) Disabled TIS traffic report to GNS 430, one and two, to accommodate ADSB traffic report only.
- 15) In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In compliance with FAR, 91.411 and, 91.413, and in accordance with FAR 43 Appendix E (c) (a) and F. I certify that the Transponder and installation MAKE Garmin, MODEL GTX330 Meet all the requirements.
- 16) Performed radios, GPS, Nav operation check, performed aircraft systems ground run up.
- 17) Performed flight test for system functions and interference.

The following Data was used for a basis for this installation:

- 1) STC SA02149AK (MX20 MFD) Capstone Document Part # 560-0243-04 Rev. A Dated April 9, 2003.
- 2) UPS Aviation Technologies, Inc. MX20 STC Manual Document no. 560-1055-0 Rev. H, February 15, 2006
- 3) Master Drawing List (MDL) (MX20), UPS Part Number: 560-5050-05 Rev. A, Feb. 10, 2003
- 4) MX20 "System Configuration Index" Part Number: 560-5051-03, Rev. A, February 10, 2003
- 5) MX20 "Instructions for continued Airworthiness", Part Number 560-1048-00, Rev. 0, June 26, 2002
- 6) "Apollo MX20 Multi-Function Display Installation Manual" Part Number: 560-1025-09, Revision D, October 2005.
- 7) STC SA02217AK (GDL 90 UAT) dated 8 June 2004, with FAA Approved Model List (AML), dated 8 June 2004, FAA STC Letter issuing STC, dated 8 June 2004.
- 8) GDL 90 Instructions for Continued Airworthiness Part Number: 560-0279-00 Rev. B, dated 8 June 2004
- 9) GDL 90 Installation Manual Part Number: 560-1049-00 Rev. B, dated 30 April 2004.
- 10) GDL 90 UAT Data Link Sensor System Instruction for Continued Airworthiness p/n 560-0279-01, revision: C, September 2007.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # EMC 284 Date: 07/27/08

Signature

Certified Repair Station N3XR816N.

Jacques DitPhillippe
N3XR816N

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|-----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

ACTT: 672.3
TACH: 672.3

Attempted to start the aircraft. Found the battery dead. Removed the battery P/N G-35, S/N G02331781 and installed a Concorde P/N RG35AXC, S/N 40117846 from N929ER. Performed engine runup with 5 start cycles and ops checked the alternator/battery system good. Updated the weight balance for installation of Concorde RG35AXC battery.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2008 04383 Date: 07/29/08

Signature: Certified Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 679.9

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>679.9</u> |
| ENG TOTAL TIME : | <u>679.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>679.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>679.9</u> |

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. C/W FAR 91.207 ELT, ops checked satisfactory, next due 8-09. Repacked NG wheel bearings. Installed new CO indicator. Installed new compass card. Replaced RMG hyd actuator. Replaced NG up stop and adjusted. Tightened NG trunion bolts.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # 2008 04469 Date: 8-4-08

Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-172S

N712ER

Time in Service 727.4

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|-------------------|--------------|
| A/C TOTAL TIME : | <u>727.4</u> |
| ENG TOTAL TIME : | <u>727.4</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>727.4</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>727.4</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced rubber nose gear stop with new.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2008 04783 Date: 08/24/08

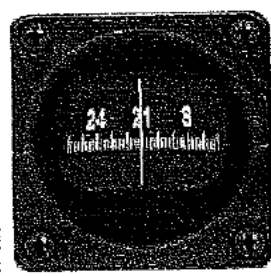
Signed: *ER/16*

Certified Repair Station N3XR816N 172S

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| 8-24-08 | 740.0 | Replaced magnetic compass p/n C560501-0103. Performed compass swing. Corrected compass card, No defects noted. N3XR816N |
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N #: N712ER Serial #: 2844137

| Date | Who | Airframe |
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| 29 AUG 2008 | JDP | 5.8 |
| 330 | 334 | 000: N |
| 300 | 305 | 028: 030 |
| 270 | 272 | 055: 060 |
| 240 | 240 | 086: 2 |
| 210 | 207 | 117: 120 |
| 176 | 176 | 150: 150 |



NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service : 777.8

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>777.8</u> |
| ENG TOTAL TIME : | <u>777.8</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>777.8</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>777.8</u> |

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2009). Complied with: S. B. 636 (Ignition switch). Replaced L/aileron static wick. Replaced Nose tire and wheel assy with repacked bearings. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS2008-05442 Date: 09/18/2008

Signed:  Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
Time in Service : 825.9

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>825.9</u> |
| ENG TOTAL TIME : | <u>825.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>825.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>825.9</u> |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced Lt. and Rt. MLG tire and wheel assemblies. Replaced Lt. and Rt. MLG brake linings.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 06117
Date: 10/13/08

Signed:  Repair Station N3XR816N.



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

N712ER

ACTT 835.9

TACH: 835.9

Removed MAP Guage P/N: 599-199, S/N: 189278. Installed overhauled MAP guage of same P/N, S/N: 187102

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO #RMS 2008 06214 Date: 10/15/08

Signed: [Redacted]

Repair station # N3XR816N



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 875.6

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08/09). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repaired mixture stop. Repaired ground connection at overhead light assembly. Replaced cover on induction air box.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2008 06619 Date: 10/28/08

Signed: [Redacted]

[Signature]

Repair Station N3XR816N.

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|-------------------|--------------|
| A/C TOTAL TIME : | <u>875.6</u> |
| ENG TOTAL TIME : | <u>875.6</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>875.6</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>875.6</u> |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

TACH OR

DESCRIPTION OF WORK PERFORMED.

ALL DATA MUST BE ENFORCED WITH REPAIR STATION NUMBER OR

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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 926.7

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>926.7</u> |
| ENG TOTAL TIME : | <u>926.7</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>926.7</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>926.7</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2008 07138

Date: 11/13/08

Signed:



EPA 16

Repair Station N3XR816N.



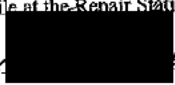
EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N716ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 974.8

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08/09). Complied with: S. B. 636 (Ignition switch). Installed new central air filter. Lubed stabilator trim actuator. Performed retraction test and emergency gear extension. Complied with SB 1156 by replacing the bolt as required. Replaced LMG brake pads. Secured registration certificate. Adjusted stabilator and aileron cable tensions as required. Tightened cabin door lock assembly. Replaced left aileron outboard pulley. Reinstalled left cabin air vent louver. Complied with AD84-26-02 by replacement of induction air filter.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2008 07586 Date: 12/01/08

Signed:





EPA 30

Repair Station N3XR816N.

| | |
|-------------------|--------------|
| A/C TOTAL TIME : | <u>974.8</u> |
| ENG TOTAL TIME : | <u>974.8</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>974.8</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>974.8</u> |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | |  <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER</p> <p>Time in Service : <u>1022.2</u></p> </div> <div style="border: 1px solid black; padding: 5px; width: 200px;"> <p>A/C TOTAL TIME : <u>1022.2</u> ENG TOTAL TIME : <u>1022.2</u> ENG T.S.M.O.H. : <u>N/A</u> TACH TIME : <u>1022.2</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1022.2</u></p> </div> </div> <p style="text-align: center; font-size: 2em; opacity: 0.5;">PIPER</p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced LMG tire and RMG brake pads. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2008 08006</u> Date: <u>12/12/08</u></p> <p>Signed: [REDACTED] <u>ERAU #38</u> Repair Station N3XR816N.</p> |

| | | |
|--|--|--|
| | |  <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this <u>AIRCRAFT-PA28R (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>1068.3</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (9-2012) & FAR 91.207 Date (8-09). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Cleaned, inspected and repacked NG wheel bearings. Replaced lower engine cowl fwd grommet.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2009-00371</u> Date: <u>1-21-09</u></p> <p>Signed: [REDACTED] <u>ERAU-22</u> Repair Station N3XR816N.</p> </div> <div style="border: 1px solid black; padding: 5px; width: 200px;"> <p>A/C TOTAL TIME : <u>1068.3</u> ENG TOTAL TIME : <u>1068.3</u> ENG T.S.M.O.H. : <u>N/A</u> TACH TIME : <u>1068.3</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1068.3</u></p> </div> </div> |
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NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

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|-------------|-----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-----------------------------|---|



N712ER

Total Time: 1102.2
Tach Time: 1102.2

Cleared pitot and static lines from residual water. Performed Pitot Static system check IAW FAR 43 Appendix E (a), and (c). No defects noted.
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 00756 Date: 02/03/09

Signed: Repair Station N3XR816N. Jacques DiPhillippe
N3XR816N



**AIRFRAME-PA28R
N712ER**

Time in Service : 1117.7

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1117.7</u> |
| ENG TOTAL TIME : | <u>1117.7</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>1117.7</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1117.7</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009-00907

Date: 2/8/09

Signed: ERW 30 Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1166.9</u> |
| ENG TOTAL TIME : | <u>1166.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1166.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1166.9</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.

Time in Service : 1166.9

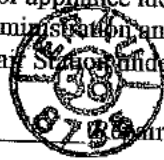
PA28R

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08/09). Complied with: S. E. 636 (Ignition switch) and HYD. Contamination check. Replaced LMG brake pads. Retorqued RMG forward trunnion plate top outer bolt and LMG rear trunnion plate lower outer bolt. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009 01304 Date: 02/23/09

Signed: _____



Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

Total Time: 1197.5

Tach Time: 1197.5

Removed and replaced the VOR antenna P/N AV12 and performed NAV system operational check no defects noted. . Verified rudder clearance with fairing. . All work accomplished I.A.W. Piper PA28R maintenance manual chapter 34.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 001535 Date: 03/02/09

Signed: _____



Repair Station N3XR816N.

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
Time in Service : 1220.4

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1220.4</u> |
| ENG TOTAL TIME : | <u>1220.4</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1220.4</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1220.4</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2009 01713**
Date: 03/06/09



Signed: [REDACTED] Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>1262.2</u> |
| ENG TOTAL TIME : | <u>1262.2</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1262.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1262.2</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 1262.2

AFTER

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08/09). Complied with: S. B. 636 (Ignition switch). Spliced wires, using Raychem environmental splices, for LT and RT wing gear switches at approximately W.S. 74.00 aft of spar and routed through lightening hole to aft side of spar and into wheel well using original routing. Terminated in wheel well at newly installed cannon plug and continued routed and terminated at original up, downlock, and squat switches. Placed protective heat shrink over cannon plug. Checked rigging of switches and adjusted per PA28R Service Manual Section 32-60-00. Work performed IAW AC 43.13-1B chapter 11, and FAA AC25-16. Performed gear retractions and emergency extension tests, no discrepancies noted. Reinstalled LT fuel tang using new hardware and fueled, no leaks noted. Replaced the LMG and RMG tires. Installed new cabin door handle. Replaced nose gear snubber and RMG break pads. Replaced LMG actuator p/n SFA232-5 Rev. F s/n off 2871 s/n on 2283. (EGT gauge removed for use on a/c 944DB.) Installed new EGT gauge p/n 751-912 s/n 259384. Installed left and right fuel tanks after above work was completed. Ran aircraft and leak check good.

Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station. Work order: # RMS 2009 02008 Date: 03/16/09

Signed: _____



Repair Station N3XR816N.

NEW

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
FAA CERTIFIED REPAIR STATION N3XR816N
DAYTONA BEACH, FLORIDA

| | |
|---|---------------------------|
| MFG/PART NAME <u>Parker Actuator</u> | DATE <u>12-18-08</u> |
| PART NO. <u>SFA 232-5 Rev F</u> | W/O NO. <u>2008 08059</u> |
| SERIAL NO. <u>2283</u> | MODEL <u>Piper</u> |
| REMARKS <u>Repaired By installing hot</u> | |
| <u>P/N 652-363 IAW Parker Handbook</u> | |
| <u>Component M.M. CMSFA232-5</u> | |



AIRWORTHY
NEW OR SERVICEABLE PART


AIRFRAME MAINTENANCE LOG

**NEW AND
PAR**

N712ER
Tach: 1311.9
ACTT: 1311.9

04/06/09
FMC:200902495

C/W Garmin S.B. 0844 loaded Main software 5.04

Signature:  N3XR816N

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|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R

N712ER

Time in Service : 1308.4


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|-------------------|---------------|
| A/C TOTAL TIME : | <u>1308.4</u> |
| ENG TOTAL TIME : | <u>1308.4</u> |
| ENG T.S.M.O.H : | <u>N/A</u> |
| TACH TIME : | <u>1308.4</u> |
| PROP T.S.M.O.H : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1308.4</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced LMG break pads. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced R/mag air blast tube.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 02415

Date: 04/02/09

Signed:  ERAU-22 Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY


N712ER

Total Time: 1345.9

Tach Time: 1345.9

T-shot system Removed alternator P/N: ALX8521, S/N: H070113. Installed overhauled alternator of same P/N, S/N: H032046. No further defects noted ops checked good.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 02757 Date: 04/15/2009

Signed:  ERAU-37 Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>1362.1</u> |
| ENG TOTAL TIME : | <u>1362.1</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>1362.1</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1362.1</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 1362.1

PIPER

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-09). Complied with: S. B. 636 (Ignition switch). Repacked LMG wheel bearings. Replaced nose gear up-stop and ground wire on pilots overhead map light. Replaced pilots right brake master cylinder. Replaced bushing in RMG torque link. Adjusted throttle horn switch. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009 02884 Date: 4/20/09

Signed _____



Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>1412.2</u> |
| ENG TOTAL TIME : | <u>1412.2</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1412.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1412.2</u> |

AIRFRAME-PA28R
N712ER

PIPER

Time in Service : 1412.2

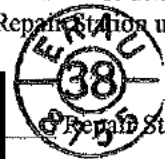
Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced top cowl attach bushings. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 03248

Date: 05/01/09

Signed _____



Repair Station N3XR816N.

PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

UMG

UMG

| | | |
|------|----------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER
Total Time: 1449.8
Tach Time: 1449.8

buildup 20-*BAU*

Removed and replaced the left main wheel with a new *buildup* assembly. Safetied the wheel. Brake bolt caliper bolts were hard to remove. Cleaned up brake bolts and bolt holes. Removed and replaced the brake linings on the left brake. Installed brake bolts with anti-seize applied. Ops checked the brakes good. All work accomplished I.A.W. Piper PA28R maintenance manual chapter 32.
Updated the aircraft "C" list for left bearing repack.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # RMS 2009 03455 Date: 05/10/09

Signed _____ Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER
Total Time: 1453.9
Tach Time: 1453.9

1) Replaced attitude indicator P/N RCA22-15 s/n 27A0028G, Installed P/N RCA 22-15 s/n 27D0293G. Operational check good. Repaired unit by Naylor's instrument under w/o 004050. NO defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 200903478 Date: 05/11/09

Signed _____ Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

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| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-------------------------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1460.2</u> |
| ENG TOTAL TIME : | <u>1460.2</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1460.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1460.2</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.

Time in Service : 1460.2

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (9-2012) & FAR 91.207 Date (8-2009). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. C/W SB 1156 by replacing NG drag brace bolt. Replaced central air filter. Replaced Landing light. Replaced NG up stop and adjusted. Adjusted RMG downlock switch, ops checked good. Replaced RMG tire with a shop build with repacked bearings. Replaced R/brake pads. C/W AD 84-26-02 by replacing induction air filter

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009-03523 Date: 5-13-09

Signed: [REDACTED] ERAU-32 Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

Total Time: 1487.5

Tach Time: 1487.5

Installed P.O.H. Rev. 20 Dated May 10, 2009, No further defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 03810 Date: 27 MAY 2009

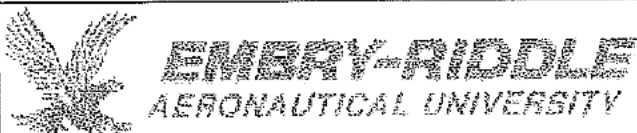
Signed: [REDACTED] ERAU37 Repair Station N3XR816N.

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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N712ER

Total Time: 1506.7

Tach Time: 1506.7

Replaced hyd. Pump line (P/N 83744-139) and right main gear actuator (P/N 455-994), serviced with 5606 hyd. Fluid, performed operational, OPS checked good no leaks or other defects noted. Work IAW Piper M.M. chapter 32.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 03986 Date: 06/03/09

Signed:  ERANBY
Repair Station N3XR816N.

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AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 1509.9

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>1509.9</u> |
| ENG TOTAL TIME : | <u>1509.9</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>1509.9</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1509.9</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced:as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Inspected NG for any obvious visual defects and none noted. New hardware was installed on NG downlock hook. Performed gear ops check, and ops checked satisfactory.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009-04035

Date: 6/3/09

Signed: ERAU 9 Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

Total Time: 1529.5

Tach Time: 1529.5

Removed vac pump P/N AA3215CC, S/N: 44618. Installed new vac pump of same P/N, S/N: 58385. No further defects noted ops checked good.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 04203 Date: 06/10/09

Signed: ERAU 137 Repair Station N3XR816N.

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS



I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service : 1558.2

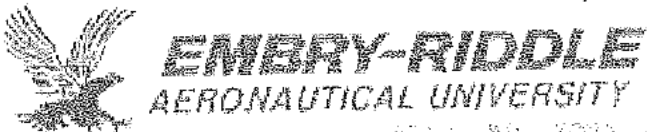
| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1558.2</u> |
| ENG TOTAL TIME : | <u>1558.2</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>1558.2</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1558.2</u> |

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (89-12) & FAR 91.207 Date (08-09). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check with no defects noted. Replaced nose gear up stop. Replaced LMG and RMG brake pads as well as the RMG brake disc. Replaced clevis bolts in both the right and left down lock mechanisms. Adjusted squat switch. Completed hydraulic fluid contamination check. Tightened gear selector switch. Installed new vent cap on copilots lower air vent. Installed new bolts in the LMG, RMG, and nose gear center torque link. Tightened hardware on the right main gear door. Replaced and retorqued the nut on the nose gear actuator at the forward position.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009-04348 Date: 6/17/09

Signed: Repair Station N3XR816N.

PERFORMED.
AIR STATION NUMBER OR
PERSON PERFORMING WORK



**AIRFRAME-PA28R
N712ER**

Time in Service : 1604.2

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1604.2</u> |
| ENG TOTAL TIME : | <u>1604.2</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1604.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1604.2</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced Lt. MLG wheel and tire assembly. Replaced Rt. MLG wheel spacer.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 04582
Date: 06/30/09

Signed: Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| | | |
|---|----------------------|---------------------------------------|
| DATE | TACH OR HOBBS | DESCRIPTION OF WORK PERFORMED. |
| ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1657.2</u> |
| ENG TOTAL TIME : | <u>1657.2</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1657.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1657.2</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 1657.2

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-09). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repacked Ng wheel bearings. Replaced pilots L/air vent flouwer. Installed new boot at hyd pump relay. Retorqued stabilator L/R attach bolts. Tightened L/aileron bellcrank pivot bolt. Replaced NG actuator clevis bolt. Replaced L/R main gear doors hinge pins. Sealed L/R fuel tank perimeter with RTV. Replaced bushings, bolts and replaced seals in NG strut. Replaced bushings, bearings and replaced bolts on NG drag brace. Replaced LMG strut seals and replaced torque link mid bolt. Replaced RMG strut seals and replaced torque link mid bolt. Replaced bolts and secured LMG side brace. Replaced bolts and secured RMG side brace. Replaced L/R brake calipers, cleaned, painted, reinstalled and bled.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009 04924 Date: 21 JULY 2009

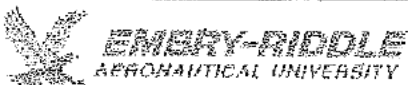
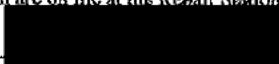
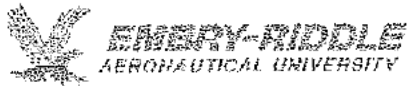
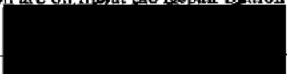
Signed: [REDACTED] FRAU-22 Repair Station N3XR816N.

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| | | EMBRY-RIDDLE AERONAUTICAL UNIVERSITY |
| | | N712ER |
| | | ACTT: <u>1659.0</u> TACH: <u>1659.0</u> |
| | | Removed and replaced parking brake cylinder P/N: 10-22, bled system. Serviced reservoir. Ops check good. No further defects noted. |
| | | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # <u>2009 05035</u> Date: <u>25/07/09</u> |
| | | Sig: [REDACTED] Certified Repair Station N3XR816N |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|--|
| | |  |
| | | <p>N712ER</p> <p>TACH: <u>1659.0</u> ACTT: <u>1659.0</u></p> <p>Removed altimeter P/N 5934PD-3 S/N 463727 and installed serviceable altimeter P/N 5934PD-3-A134 S/N 441191. Performed pitot static leak check, no leaks found. All work done I.A.W. PA28R maintenance manual.</p> <p>In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), (c), the static system has been inspected and is approved for return to service. Performed integrity check of transponder system I.A.W. FAR 43 appendix E, ops check good.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # <u>RMS2009 05040</u> Date: <u>07/26/09</u></p> <p>Signed:  N3XR816N Repairman # 3403655</p> |
| | |  |
| | | <p>N712ER</p> <p>TACH: <u>1690.2</u> ACTT: <u>1690.2</u></p> <p>Removed attitude indicator P/N 589-556 S/N 27D0293G and installed overhauled attitude indicator P/N 589-556 S/N 22F0500G. Performed taxi test, attitude gyro remained erect the entire time. No further defects noted. All work done I.A.W. PA28R maintenance manual.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # <u>RMS2009 05293</u> Date: <u>08/10/09</u></p> <p>Signed:  N3XR816N</p> |

AIRFRAME MAINTENANCE LOG

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
Time in Service : 1699.7

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1699.7</u> |
| ENG TOTAL TIME : | <u>1699.7</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1699.7</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1699.7</u> |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. C/W 91.207 on ELT and no defects noted. Installed a buildup on the nose gear and safety axle nut. Removed and replaced the nose gear actuator forward attach bolt and torqued, work done I.A.W. Piper PA28R Maintenance Manual Chapter 32-30-00 pgs.7 and 8. Performed landing gear retraction and extensions cycles. Performed emergency landing gear extensions I.A.W. Piper PA28R maintenance manual chapter 32-30-00, page 9-12, paragraph 4 and no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 05414
Date: 08/18/09

Signed: [REDACTED] Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 1751.9

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1751.9</u> |
| ENG TOTAL TIME : | <u>1751.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1751.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1751.9</u> |

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08/10). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Tightened co-pilots arm rest. Replaced left and right main gear brake pads. Replaced RMG tire. Installed new rod end bearing on left aileron push-pull rod. Replaced plastic cover on spar on co-pilots side. Retorqued left and right wing rear root bolts to specs. Tightened yoke control shaft bolt and resaftied.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009 06032 Date: 09/16/09

Signed: [REDACTED] Repair Station N3XR816N.



AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

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|------|----------------------------|---|
| | | DESCRIPTION OF WORK PERFORMED. |
| DATE | TACH OR HOBBS TIME : | ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |



N712ER

Total Time: 1762.6

Tach Time: 1762.6

Performed engine run up to operating temperature. Ignition switch wouldn't ground on the left switch position. Removed ignition switch P/N 688-178(10-357200-1) code H07E and installed 688-178(10-357200-1) code H02I and performed full power runup of engine and checked mag drops and grounding check and no defects noted. All work accomplished I.A.W. Piper PA28R maintenance manual chapter 74-30-00 Page 1(card 6F13) paragraphs A and B and figure 1. ----- Parts obtained from line parts stock.-----

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2009 06155** Date: **22 SEPT 2009**

Signature: _____ Repair Station N3XR816N.



AIRFRAME-PA28R

N712ER

Time in Service: 1800.4

| | |
|------------------|--------|
| A/C TOTAL TIME: | 1800.4 |
| ENG TOTAL TIME: | 1800.4 |
| ENG T.S.M.O.H.: | NA |
| TACH TIME: | 1800.4 |
| PROP T.S.M.O.H.: | NA |
| PROP TOTAL TIME: | 1800.4 |

Complied with EMBRY-RIDDLE'S, **50 HOUR INSPECTION CHECK LIST.**

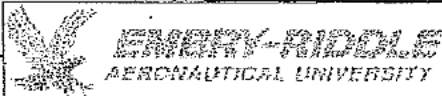
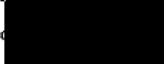
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LMG tire / wheel assembly with serviceable built up assembly.


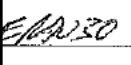
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2009-06614**

Date: 19/6/09

Signature: _____ Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

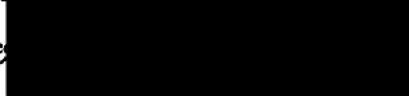
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. |
|------|----------------------|---|
| | | <p>ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK</p> |
| | | <div style="text-align: center;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <p>N712ER Total Time: 1839.5 Tach Time: 1839.5</p> <p>Placed a/c on jacks. Inspected hyd. power pack for leaks. Checked security of all B-nuts. Checked power pack fluid level. Performed operational check of gear with no leaks or defects noted. Cleaned oil stains off of fuselage. Removed a/c from jacks.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: <u>WO # RMS 200907010</u> Date: <u>Oct, 20 2009</u></p> <p>Signe  <u>ERALL</u> Repair Station N3XR816N.</p> |

| | | |
|--|--|--|
| | | <div style="text-align: center;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <p>I certify that this <u>AIRCRAFT-PA28R (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>1850.5</u></p> <div style="float: right; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>1850.5</u> ENG TOTAL TIME : <u>1850.5</u> ENG T.S.M.O.H. : <u>N/A</u> TACH TIME : <u>1850.5</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>1850.5</u></p> </div> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (9-2012) & FAR 91.207 Date (8-2010). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check with no defects noted. Tightened bolts at cabin door step and replaced as necessary. Replaced forward nose gear actuator bolt. Replaced LMG hydraulic actuator and bled system.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2009-07074</u> Date: <u>10-22-09</u></p> <p>Signe  <u>ERALL</u> Repair Station N3XR816N.</p> |
|--|--|--|

N712ER
 Tach Time: 1852.4

Removed cowling. Removed exhaust assembly. Removed and replaced bottom half cabin heat/muffler shroud with overhauled p/n: 67808-000. Reinstalled exhaust assembly on engine and reinstalled cowling.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 07125 Date: 10/23/2009

Signe  Repair Station N3XR816N.

PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 1893.7

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1893.7</u> |
| ENG TOTAL TIME : | <u>1893.7</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1893.7</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1893.7</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2009 07484

Date: 11/05/09

Signed: 



Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service : 1946.1

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>1946.1</u> |
| ENG TOTAL TIME : | <u>1946.1</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>1946.1</u> |
| PROP T.S.M.O.H. : | <u>0.0</u> |
| PROP TOTAL TIME : | <u>1945.5</u> |

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2010). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with AD84-26-02 by replacing the induction air filter. Replaced alternator belt. Completed hydraulic fluid contamination check. Complied with SB1156 by replacing the bolt. Replaced the central air filter. Lubed the stab trim actuator. Repaired leak at the landing gear pressure switch. Replaced hardware as required on the ELT access panel. Replaced all brake pads. Removed and replaced the RMG wheel / tire assembly with a serviceable built up assembly. Retorqued all hardware on the main gear trunnion pads. Cleaned and lubed the main gear down lock mechanisms. Tightened lower pedestal screws. Repaired pilots yoke map clip. Tightened overhead map light rheostat. Tightened nose gear rear drag link bolts. Replaced door stop. Removed RT trim tab and replaced inbd rib with new. Reinstalled using new hinge pins. Removed propeller with P/N: B2D34C213-13 with S/N: 070878 for overhaul. The total time on the prop was 1946.1. Installed newly overhauled prop with the same P/N bearing the S/N: 070133 [total time: 1945.5 tsmoh: 0].

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2009 08076 Date: 01 DEC 2009

Signed: [REDACTED] ERAU9 Repair Station N3XR816N.

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NEW AND SERVICEABLE PARTS TAGS

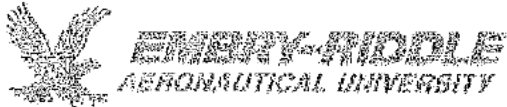

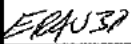
AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|---|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | <p align="center">DESCRIPTION OF WORK PERFORMED.</p> <p align="center">ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK</p> |
| <div data-bbox="61 779 198 913"> </div> <div data-bbox="203 806 695 892"> <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <p>N712ER</p> <p>Total Time: <u>1979.3</u> Tach Time: <u>1979.3</u></p> <p>Removed turn coordinator p/n 1394T100-7B s/n F06-10436 and installed repaired turn coordinator p/n 1394T100-7B s/n F07-10090 in accordance with Piper PA-28R-201 MM Ch. 39-10-00. Operational check good, aircraft is ok for return to service.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2009 09364</u> Date: <u>12/14/09</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> | | |

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|--|--|---|------------------|---------------|------------------|---------------|-----------------|------------|-------------|---------------|------------------|-------------|-------------------|---------------|---|--|--|--|--|--|--|--|--|--|--|--|
| | <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> | <table border="1"> <tr><td>A/C TOTAL TIME :</td><td><u>1989.3</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>1989.3</u></td></tr> <tr><td>ENG T.S.M.O.H :</td><td><u>N/A</u></td></tr> <tr><td>TACH TIME :</td><td><u>1989.3</u></td></tr> <tr><td>PROP T.S.M.O.H :</td><td><u>43.2</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>1988.7</u></td></tr> </table> | A/C TOTAL TIME : | <u>1989.3</u> | ENG TOTAL TIME : | <u>1989.3</u> | ENG T.S.M.O.H : | <u>N/A</u> | TACH TIME : | <u>1989.3</u> | PROP T.S.M.O.H : | <u>43.2</u> | PROP TOTAL TIME : | <u>1988.7</u> | <table border="1"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table> | | | | | | | | | | | |
| A/C TOTAL TIME : | <u>1989.3</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>1989.3</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H : | <u>N/A</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| TACH TIME : | <u>1989.3</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H : | <u>43.2</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1988.7</u> | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <div data-bbox="61 1516 391 1554"> <p>AIRFRAME-PA28R</p> </div> <div data-bbox="61 1558 198 1596"> <p>N712ER</p> </div> <div data-bbox="61 1600 329 1629"> <p>Time in Service : <u>1989.3</u></p> </div> <div data-bbox="414 1501 876 1638"> <p align="center">PIPER</p> </div> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.</p> <p>Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2009 08485</u> Date: <u>12/23/09</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> <div data-bbox="467 1885 620 2032"> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|---------------|------------------|---------------|------------------|------------|-------------|---------------|-------------------|-------------|-------------------|---------------|
| | | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 60%;"> <p>N712ER</p> <p>Tach Time : <u>2004.1</u></p> <p>1) Removed MX20 p/n 430-0270-501 s/n 6063979, installed p/n 430-0270-501 s/n 6068507. Repaired unit by Garmin under w/o 109530 Performed operational check, reset configuration and diagnostic, no defects noted.</p> <p>2) In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In compliance with FAR 91.411 and, 91.413, and in accordance with FAR 43 appendix E (c) (a) and F (e - j). I certify that the Transponder and installation Make: Garmin , Model GTX 330, s/n : 84128176 Meet all the requirements.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>FMC20100160</u> Date: <u>01/14/10</u></p> <p>Signed: [REDACTED] N3XR816N</p> </div> <div style="width: 35%; text-align: right;">  <p style="text-align: center;">Jacques DitPhillippe N3XR816N</p> </div> </div> | | | | | | | | | | | | |
| | | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 60%;">  <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>2034.7</u></p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2010). Complied with: S. B. 636 (Ignition switch). Repacked NG wheel bearings. Installed new compass deviation placard. Complied with SB1197 [yoke inspection] with no defects noted. Replaced NG up stop bumper, CO detector and dome light bulb. Completed vacuum pump wear check with no defects noted. Performed retraction test and emergency gear extension. Relamped landing light.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2010 00474</u> Date: <u>27 JAN 2010</u></p> <p>Signed: [REDACTED]  Repair Station N3XR816N.</p> </div> <div style="width: 35%; text-align: right;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>2034.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>2034.7</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>2034.7</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>88.6</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>2034.1</u></td></tr> </table> <p style="text-align: center;">KEN WIXON N3XR816N</p> </div> </div> | A/C TOTAL TIME : | <u>2034.7</u> | ENG TOTAL TIME : | <u>2034.7</u> | ENG T.S.M.O.H. : | <u>N/A</u> | TACH TIME : | <u>2034.7</u> | PROP T.S.M.O.H. : | <u>88.6</u> | PROP TOTAL TIME : | <u>2034.1</u> |
| A/C TOTAL TIME : | <u>2034.7</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>2034.7</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>2034.7</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>88.6</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>2034.1</u> | | | | | | | | | | | | | |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY


N712ER

Total Time: 2081.9

Tach Time: 2081.9

Removed dead battery p/n RG-35AXC s/n 40117846 and installed new battery p/n RG-35AXC s/n 40258585 in accordance with Piper PA-28R MM. Ch. 24. Operational check good, aircraft is ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010 01145 Date: 02/24/10

Signed:  Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R

N712ER

Time in Service : 2082.8


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|-------------------|---------------|
| A/C TOTAL TIME : | <u>2082.8</u> |
| ENG TOTAL TIME : | <u>2082.8</u> |
| ENG T.S.M.O.H. : | <u>NA</u> |
| TACH TIME : | <u>2082.8</u> |
| PROP T.S.M.O.H. : | <u>136.7</u> |
| PROP TOTAL TIME : | <u>2082.2</u> |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced one camloc retainer on the top cowling. Replaced LMG brake pads.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010-01151

Date: 2/24/10

Signed:  Repair Station N3XR816N.

KEN WIXON
N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED: ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 2127.6

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>2127.6</u> |
| ENG TOTAL TIME : | <u>2127.6</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>2127.6</u> |
| PROP T.S.M.O.H. : | <u>181.5</u> |
| PROP TOTAL TIME : | <u>2127.0</u> |

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2010). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check with no defects noted. Replaced LMG, RMG, and nose gear wheel / tire assemblies with serviceable shop build ups. Replaced forward rivets in the right nose gear door hinge.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2010 01582 Date: 16 MARCH 2010

Signed: Repair Station N3XR816N.

AIRFRAME-PA28R
N712ER

Time in Service : 2172.9

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>2172.9</u> |
| ENG TOTAL TIME : | <u>2172.9</u> |
| ENG T.S.M.O.H. : | <u>N/A</u> |
| TACH TIME : | <u>2172.9</u> |
| PROP T.S.M.O.H. : | <u>226.8</u> |
| PROP TOTAL TIME : | <u>2172.3</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010 01953
Date: 04/02/10

ANDREW BICKHART
CRS N3XR816N

Signed: Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

ACTT: 2428.0
TACH: 2428.0

Removed battery P/N RG-35AXC S/N 4028585 and installed new battery P/N RG-35AXC S/N 40341109. Ground ran aircraft and performed operational check of aircraft charging systems. Aircraft charging system functioned properly with and without loads. Operational check good. No further defects were noted. All work performed I/A/W Piper PA28R AMM.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # 2010 04205 Date: 30 July 2010

Signed: Certified Repair Station N3XR816N
James M. Brennan

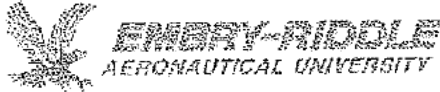
SERVICEABLE

PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

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| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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**AIRFRAME
N712ER**

Tach Time : 2199.1

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>2199.1</u> |
| ENG TOTAL TIME : | <u>5359.3</u> |
| ENG T.S.M.O.H. : | <u>0.0</u> |
| TACH TIME : | <u>2199.1</u> |
| PROP T.S.M.O.H. : | <u>253.0</u> |
| PROP TOTAL TIME : | <u>2198.5</u> |

Removed engine P/N: IO-360-C1C6 S/N: L-33719-51E and all related accessories and installed an overhauled engine P/N: IO-360-C1C6 S/N: L-30139-51A and related accessories. New lord mounts, hoses, hardware & oil drain valve. The engine and related accessories were changed as follows:

| ITEM | REMOVED | | | INSTALLED | | |
|-------------|-------------|-------------|------------|-------------|-------------|-----------|
| | PART# | SERIAL # | TIS/TSO | PART# | SERIAL # | TIS/TSO |
| ENGINE | IO-360-C1C6 | L-33719-51E | 2199.1 TIS | IO-360-C1C6 | L-30139-51A | 0.0 TSO |
| PROP | B2D34C213-B | 070133 | 253.0 TSO | B2D34C213-B | 070133 | 253.0 TSO |
| STARTER | 149-NL | FN-0908126 | 541.9 TIS | 149-NL | FN-0908126 | 541.9 TIS |
| ALTERNATOR | ALX 852I | H032046 | 853.2 TSO | ALX 852I | H032046 | 853.2 TSO |
| OIL COOLER | 20017A | E07-6041-3 | 2199.1 TIS | 20017A | K03-2757-2 | 0.0 TSO |
| VAC PUMP | AA3215CC | 58385 | 669.6 TIS | AA3215CC | 58385 | 669.6 TIS |
| MAGNETO (S) | L: 4372 | 09020471 | 253.0 TIS | 4372 | 09041872 | 0.0 TIS |
| | R: 4370 | 09021792 | 253.0 TIS | 4370 | 09021113 | 0.0 TIS |
| INJECTOR | 2524450-9 | 70C50001 | 2199.1 TIS | 2524450-9 | 35947 | 0.0 TSO |
| FUEL PUMP | LW-15473 | 5106 | 2199.1 TIS | LW-15473 | 2109 | 0.0 TIS |
| DISTRIBUTOR | 78805 | UNREADABLE | 2199.1 TIS | 78805 | 0256411 | 0.0 TSO |
| GOVERNOR | 463-156 | G34WJ | 447.2 TSO | 463-156 | G34WJ | 447.2 TSO |



The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under work order: WO # RMS 2010 02201 Date: 16 APRIL 2010


Signed: [REDACTED]



Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this <u>AIRCRAFT-PA28R (N712ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>2225.8</u></p> <p>Complied with: <u>ANNUAL</u> Inspection.</p> <p>Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-10). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced left and right main gear brake pads. Reinstalled pilots lower air vent cap. Replaced nose gear up stop bumper. Replaced hardware on nose gear actuator rod end. Retorqued the aft wing attach bolts on both the left and right wings. Replaced top cowl forward bushings. Completed vacuum pump wear check with no defects noted.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2010-02487</u> Date: <u>27 APRIL, 2010</u></p> <p>Signed: [REDACTED]  Repair Station N3XR816N.</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>2225.8</u> ENG TOTAL TIME : <u>5386.0</u> ENG T.S.M.O.H. : <u>26.7</u> TACH TIME : <u>2225.8</u> PROP T.S.M.O.H. : <u>279.7</u> PROP TOTAL TIME : <u>2225.2</u></p> </div> </div> |

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| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER</p> <p>Time in Service : <u>2269.3</u></p> <p>Complied with <u>EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST</u>. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LMG wheel / tire assembly with serviceable built up assembly.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2010-02767</u> Date: <u>5/10/10</u></p> <p>Signed: [REDACTED] <u>EPAU 30</u> Repair Station N3XR816N. KEN WIXON N3XR816N</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>2269.3</u> ENG TOTAL TIME : <u>5429.5</u> ENG T.S.M.O.H. : <u>70.2</u> TACH TIME : <u>2269.3</u> PROP T.S.M.O.H. : <u>323.2</u> PROP TOTAL TIME : <u>2268.7</u></p> </div> </div> |
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NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

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|-------------|-----------------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-----------------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

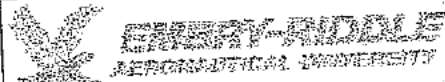
| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>2320.2</u> |
| ENG TOTAL TIME : | <u>5480.4</u> |
| ENG T.S.M.O.H. : | <u>121.1</u> |
| TACH TIME : | <u>2320.2</u> |
| PROP T.S.M.O.H. : | <u>374.1</u> |
| PROP TOTAL TIME : | <u>2319.6</u> |

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 2320.2

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2010). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. C/W hyd fluid contamination check. Replaced R/brake pads. Installed support on aileron cable cover in RMG wheel well and secured with rivets. Replaced NG up stop and adjusted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # RMS 2010 03201 Date: 01 JUNE 2010

Signed: [REDACTED] ERAU-22 Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-172S
N712ER
Time in Service : 2368.4

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>2368.4</u> |
| ENG TOTAL TIME : | <u>5528.6</u> |
| ENG T.S.M.O.H. : | <u>169.3</u> |
| TACH TIME : | <u>2368.4</u> |
| PROP T.S.M.O.H. : | <u>422.3</u> |
| PROP TOTAL TIME : | <u>2367.8</u> |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced LMG brake pads. Re-lamped landing light bulb. Operationally checked okay.


The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2010-03645 Date: 6/24/10

Signed: [REDACTED] ERAU50 **KEN WIXON** Certified Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS | DESCRIPTION OF WORK PERFORMED. |
|------|-------------------|--|
| | | N712ER |
| | Tach Time: 2392.9 | <p>Removed left main landing gear actuator and installed new. Retracted and extended landing gear several times. Refilled hydraulic reservoir as needed. Checked left actuator for leaks and found good.</p> <p>Removed left main wheel assembly and installed servicable shop buildup.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2010 03837</u> Date: <u>07/06/2010</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> |


| | | DESCRIPTION OF WORK PERFORMED. |
|--|--|---|
| | | N712ER |
| | TACH: <u>2408.5</u> ACTT: <u>2408.5</u> | <p>Removed and replaced right main brake pressure plate P/N 073-01100 and P/N 074-01100 with serviceable parts and with new brake linings installed on back plate and pressure plate. Ops check good. No further defects noted. Work done with reference to PA28R maintenance manual.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # <u>RMS2010 03951</u> Date: <u>07/13/10</u></p> <p>Signed: [REDACTED] N3XR816N Kurt Gibson</p> |

| | | DESCRIPTION OF WORK PERFORMED. | | | | | | | | | | | | |
|-------------------|---------------|---|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|--------------|-------------------|---------------|
| | | N712ER | | | | | | | | | | | | |
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>I certify that this AIRCRAFT (PA28R(N712ER)) has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition.</p> <p>Time in Service: <u>2412.1</u></p> <p>Complied with: <u>ANNUAL</u> inspection.</p> <p>Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-10). Complied with: S. B. 656 (Ignition switch). C/W SB1156 (NLG bolt) by replacing bolt. Replaced heater inlet boot, cabin step, nose gear up stop bumper, and central vac filter. Repacked nose gear bearings. Tightened dome light switch. Installed new nose gear actuator forward clevis bolt and rod end bearing. Installed new front seat covers. Removed LT main gear lower housing. Replaced o-rings and seals and reinstalled LT lower strut half. Serviced w/ 5606 hyd fluid and nitrogen. Remove RT main gear strut assembly and installed serviceable strut assembly, serviced w/ 5606 hyd fluid and nitrogen as necessary. Replaced LT and RT scissor link bushings and hardware as necessary. Removed LT and RT gear retract links and inspected, replaced bushings and hardware as necessary, and reinstalled. Removed NG assembly and retract links. Replaced NG o-rings and seals and reassembled. Replaced bushings at NG upper housing mounts. Inspected NG scissor links and retract links, replaced bushings and hardware as necessary. Installed NG assembly and retract link, serviced NG w/ 5606 hyd fluid and nitrogen. Fabricated wire harness from cannon plug in LT and RT wheel wells and continued routing and terminated at original downlock switches. Placed protective heat shrink sleeve over cannon plug. Checked rigging of switches and adjusted as necessary per PA28R Service Manual Section 32-60-00. Work performed IAW AC 43.13-1B chapter 11, and FAA AC25-16. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2010 03968</u> Date: <u>27 JULY 2010</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>2412.1</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>5572.3</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>213.0</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>2412.1</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>466.0</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>2411.5</u></td></tr> </table> </div> </div> <div style="text-align: center; margin-top: 20px;">  </div> | A/C TOTAL TIME : | <u>2412.1</u> | ENG TOTAL TIME : | <u>5572.3</u> | ENG T.S.M.O.H. : | <u>213.0</u> | TACH TIME : | <u>2412.1</u> | PROP T.S.M.O.H. : | <u>466.0</u> | PROP TOTAL TIME : | <u>2411.5</u> |
| A/C TOTAL TIME : | <u>2412.1</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>5572.3</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>213.0</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>2412.1</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>466.0</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>2411.5</u> | | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|-------------------------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-------------------------------------|--|



EMERY-RIDDLE
AERONAUTICAL UNIVERSITY

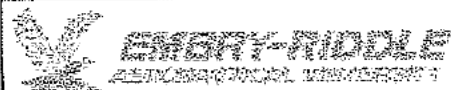
N712ER
Total Time: 2419.8
Tach Time: 2419.8

AD 2010-15-10 (Control wheel shaft inspection) has been PCIV by compliance with Piper SB 1197 on 1/25/10.
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010-04177 Date: 07-29-2010

Signed: [Redacted] Repair Station N3XR816N.

AD 2010-15-10

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AIRFRAME-PA28R
N712ER
Time in Service : 2450.9

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|-------------------|--------|
| A/C TOTAL TIME : | 2450.9 |
| ENG TOTAL TIME : | 5611.1 |
| ENG T.S.M.O.H. : | 251.8 |
| TACH TIME : | 2450.9 |
| PROP T.S.M.O.H. : | 504.8 |
| PROP TOTAL TIME : | 2450.3 |

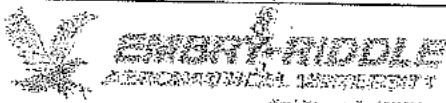

Complied with **EMERY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation. C/W FAR91.207, next due 08-2011. Complied with SB1156 by replacement of the drag link brace bolt. Replaced battery feeder CB with serviceable P/N: 454-758. Replaced RMG upper side brace with new hardware. Performed gear retraction test with no defects noted. Replaced battery relay with new P/N: 455-151. Removed and replaced alternator with P/N: ALX8521. Removed alternator with S/N: C010376 and installed serviceable alternator with S/N: C030045. Operationally checked okay with no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010 04620
Date: 31 AUG 2010

Signed: [Redacted] *ER3030* Repair Station N3XR816N. **KEN WIXON**
N3XR816N

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AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|--------|------------------|--------|------------------|-------|-------------|--------|-------------------|-------|-------------------|--------|
| | |  | | | | | | | | | | | | |
| | | <table border="1" style="font-size: small;"> <tr><td>A/C TOTAL TIME :</td><td>2450.9</td></tr> <tr><td>ENG TOTAL TIME :</td><td>5611.1</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>251.8</td></tr> <tr><td>TACH TIME :</td><td>2450.9</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>504.8</td></tr> <tr><td>PROP TOTAL TIME :</td><td>2450.3</td></tr> </table> | A/C TOTAL TIME : | 2450.9 | ENG TOTAL TIME : | 5611.1 | ENG T.S.M.O.H. : | 251.8 | TACH TIME : | 2450.9 | PROP T.S.M.O.H. : | 504.8 | PROP TOTAL TIME : | 2450.3 |
| A/C TOTAL TIME : | 2450.9 | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 5611.1 | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 251.8 | | | | | | | | | | | | | |
| TACH TIME : | 2450.9 | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | 504.8 | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 2450.3 | | | | | | | | | | | | | |
| | | <p>AIRFRAME-PA28R N712ER Time in Service : <u>2450.9</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. C/W FAR91.207, next due 08-2011. Complied with SB1156 by replacement of the drag link brace bolt. Replaced battery feeder CB with serviceable P/N: 454-758. Replaced RMG upper side brace with new hardware. Performed gear retraction test with no defects noted. Replaced battery relay with new P/N: 455-151. Removed and replaced alternator with P/N: ALX8521. Removed alternator with S/N: C010376 and installed serviceable alternator with S/N: C030045. Operationally checked okay with no defects noted.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2010 04620</u> Date: <u>31 AUG 2010</u></p> <p>Signed:  <u>FRANK</u> Repair Station N3XR816N.</p> | | | | | | | | | | | | |
| | | <p><i>Duplicate</i> <i>S. JEROME</i></p> | | | | | | | | | | | | |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

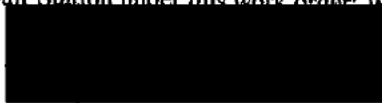
N712ER

Total Time: 5.8
Tach Time: 2453.7

Opened top cowl of aircraft, verified engine mount for magnetic interference, cleaned magnetizing through front of aircraft and pilot/copilot side frame tubing with electrical degausser. Brought magnetizing to a less significant interference level to unable compass compensation adjustment.

Replaced magnetic compass with new unit p/n C660501-0103, performed compass swing using Barfield s/n 1397 calibrated sight compass, corrected compass card. No defects noted

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 201004698 Date: 09/03/10

Signed:  Repair Station N3XR816N.

N #: N712ER Serial #: 2844137

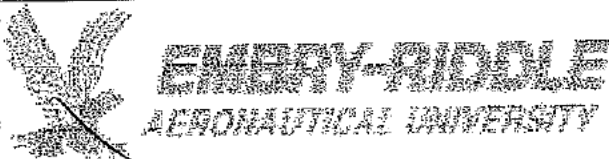
| Date | Who | Airframe | | | |
|-------------|-----|----------|-----|-----|-----|
| 03 SEP 2010 | JDP | | | | 5.8 |
| 330 | 332 | | 000 | N | |
| 300 | 296 | | 027 | 030 | |
| W | 277 | | 057 | 060 | |
| 240 | 247 | | 090 | E | |
| 210 | 215 | | 118 | 120 | |
| S | 185 | | 155 | 150 | |



SERVICEABLE TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS




N703ER

Total Time: **6340.8**
Tach Time: **6340.8**

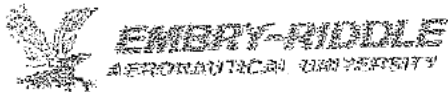
Replaced RT gear actuator. Performed gear retractions to bleed hydraulic system. Serviced power pack as necessary with 5606 hydraulic fluid. Work done in accordance with PA28R Maintenance Manual Section 32-30-00.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2010-05601** Date: **14 OCT 2010**

Signed:  ERMA/ Repair Station N3XR816N.

This entry placed in wrong A/C log book. Placed copy of this entry in appropriate A/C log.

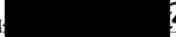
ENAV 9



I certify that this AIRCRAFT-PA28R(N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service: **2507.5**

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-11). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced rod end at left aileron bellcrank. Replaced LMG brake pads. Tightened stab trim cable tensions as required. Completed vacuum pump wear check, with no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # **RMS 2010-05853** Date: **10/27/10**

Signed:  29030 Repair Station N3XR816N.

KEN WIXON
N3XR816N

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|-------------------|---------------|
| A/C TOTAL TIME : | 2507.5 |
| ENG TOTAL TIME : | 5667.7 |
| ENG T.S.M.O.H. : | 308.4 |
| TACH TIME : | 2507.5 |
| PROP T.S.M.O.H. : | 561.4 |
| PROP TOTAL TIME : | 2506.9 |

AIRFRAME MAINTENANCE LOG

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

Total Time: 2525.2
Tach Time: 2525.2

Updated the POH with revision #VB1612-23 and no other defects noted. D.O. ERAU16.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2010 06340(g)** Date: **11/16/10**

Signed: [REDACTED] Repair Station N3XR816N.


DAVID OBER
CRS N3XR816N

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|-------------------|---------------|---|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|--------------|-------------------|---------------|--|
| | | <p style="font-weight: bold; font-size: 1.1em;">EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER Time in Service : <u>2556.0</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2010-06804 Date: 12/6/10</p> <p>Signed: [REDACTED] <i>ERAU30</i> Repair Station N3XR816N.</p> | | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>2556.0</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>5716.2</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>356.9</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>2556.0</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>609.9</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>2555.4</u></td></tr> </table> | A/C TOTAL TIME : | <u>2556.0</u> | ENG TOTAL TIME : | <u>5716.2</u> | ENG T.S.M.O.H. : | <u>356.9</u> | TACH TIME : | <u>2556.0</u> | PROP T.S.M.O.H. : | <u>609.9</u> | PROP TOTAL TIME : | <u>2555.4</u> | |
| A/C TOTAL TIME : | <u>2556.0</u> | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>5716.2</u> | | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>356.9</u> | | | | | | | | | | | | | | |
| TACH TIME : | <u>2556.0</u> | | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>609.9</u> | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>2555.4</u> | | | | | | | | | | | | | | |

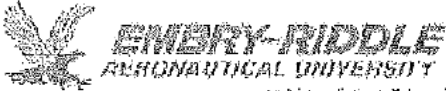

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS


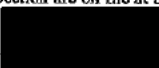
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|---------------|----------------------------|--|
| GPS UPDATE | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>This aircraft has been updated with NavData Cycle: <u>1013</u> Which Expires: <u>1-13-11</u> AC TT: <u>2576.5</u> Tach Time: <u>2576.5</u> WO#: <u>2010 0710Z</u></p> <p>Signature: <u>Jacques DiPhillippe</u> FAA Repair Station: <u>N3XR816N</u></p> </div> <div style="width: 45%;"> <p>This aircraft has been updated with NavData Cycle: <u>1101</u> Which Expires: <u>02/10/11</u> AC TT: <u>2592.2</u> Tach Time: <u>2592.2</u> WO#: <u>2010 0816Z</u></p> <p>Signature: <u>[Redacted]</u> FAA Repair Station: <u>N3XR816N</u></p> </div> </div> |
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;">  <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>2598.4</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2012). Complied with: S. B. 636 (Ignition switch). Replaced LT tire w/ shop build-up assembly. Replaced o-rings in LT&RT brake calipers and bled brake system. Replaced LT&RT brake pads and upper bearing at stab trim barrel. Secured LT&RT fuel tanks attachment screws. Retorqued fwd and aft LT&RT main gear trunion attach plates. Checked NG retract rigging and adjusted NG stop as necessary. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: # <u>RMS 2011 00219</u> Date: <u>18 JAN 2011</u></p> <p>Signature: <u>[Redacted]</u></p> </div> <div style="width: 35%; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>2598.4</u> ENG TOTAL TIME : <u>5758.6</u> ENG T.S.M.O.H. : <u>399.3</u> TACH TIME : <u>2598.4</u> PROP T.S.M.O.H. : <u>652.3</u> PROP TOTAL TIME : <u>2597.8</u></p> </div> </div> |
| | | <p>This aircraft has been updated with NavData Cycle: <u>1102</u> Which Expires: <u>03/10/11</u> AC TT: <u>2627.8</u> Tach Time: <u>2627.8</u> WO#: <u>2011 00872</u> Dated <u>1/12/11</u></p> <p>Signature: <u>Jacques DiPhillippe</u> FAA Repair Station: <u>N3XR816N</u></p> |

AIRFRAME MAINTENANCE LOG

| | | | | | | | | | | | | | | |
|-------------------|--|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|--------------|-------------------|---------------|---|
| DATE |  <p>AIRFRAME-PA28R N712ER Time in Service : <u>2643.5</u></p> <p style="text-align: center; font-size: 2em; opacity: 0.5;">PA28R</p> <table border="1" style="float: right; width: 150px;"> <tr><td>A/C TOTAL TIME :</td><td><u>2643.5</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>5803.7</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td><u>444.4</u></td></tr> <tr><td>TACH TIME :</td><td><u>2643.5</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td><u>697.4</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>2642.9</u></td></tr> </table> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake fittings & callipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Completed a hard landing inspection and cycled the gear with no defects noted. Taxi and ground checked the DG for precession and found within normal limits.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of this repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2011-09847</u> Date: <u>2/17/11</u></p> <p>Signed:  <u>EPN 30</u> Repair Station N3XR816N.</p> | A/C TOTAL TIME : | <u>2643.5</u> | ENG TOTAL TIME : | <u>5803.7</u> | ENG T.S.M.O.H. : | <u>444.4</u> | TACH TIME : | <u>2643.5</u> | PROP T.S.M.O.H. : | <u>697.4</u> | PROP TOTAL TIME : | <u>2642.9</u> | <p>RMED. STATION NUMBER OR ON PERFORMING WORK</p> |
| A/C TOTAL TIME : | <u>2643.5</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>5803.7</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>444.4</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>2643.5</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>697.4</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>2642.9</u> | | | | | | | | | | | | | |

This aircraft has been updated with NavData
 Cycle: 1108 Which Expires: 04/07/11
 AC TT: 2643.5 Tach Time: 2643.5
 WO#: 2011 01270 Dated 03/10/11
 Signature: Jac [Signature]
 FAA Repair Station N3XR816N

712

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|--|---|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|--------------|-------------------|---------------|
|  <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>2689.7</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2011). Complied with: S. B. 636 (ignition switch). Cleaned, inspected, and repacked nose & RT wheel bearings. C/W hydraulic contamination check. Replaced LT fuel tank vent weld assembly and NG steering placard. Adjusted aileron cable tensions. Tightened LT aileron push/pull tube forward rod end and cotter pinned. Secured overhead rheostat switch. Removed oil cooler, flushed cooler and reinstalled. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2011 01599</u> Date: <u>23 MAR 2011</u></p> <p>Signed:  Repair Station N3XR816N.</p> | <table border="1" style="width: 100%;"> <tr><td>A/C TOTAL TIME :</td><td><u>2689.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>5849.9</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td><u>490.6</u></td></tr> <tr><td>TACH TIME :</td><td><u>2689.7</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td><u>743.6</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>2689.1</u></td></tr> </table> | A/C TOTAL TIME : | <u>2689.7</u> | ENG TOTAL TIME : | <u>5849.9</u> | ENG T.S.M.O.H. : | <u>490.6</u> | TACH TIME : | <u>2689.7</u> | PROP T.S.M.O.H. : | <u>743.6</u> | PROP TOTAL TIME : | <u>2689.1</u> |
| A/C TOTAL TIME : | <u>2689.7</u> | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>5849.9</u> | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>490.6</u> | | | | | | | | | | | | |
| TACH TIME : | <u>2689.7</u> | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>743.6</u> | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>2689.1</u> | | | | | | | | | | | | |



This aircraft has been updated with NavData
 Cycle: 1104 Which Expires: 05/05/11
 AC TT: 2711.6 Tach Time: 2711.6
 WO#: 2011 01802 Dated 04/05/11
 Signature: Jac [Signature]
 FAA Repair Station N3XR816N

712

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 2735.9

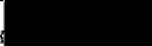
| | |
|-------------------|--------|
| A/C TOTAL TIME : | 2735.9 |
| ENG TOTAL TIME : | 5896.1 |
| ENG T.S.M.O.H. : | 536.8 |
| TACH TIME : | 2735.9 |
| PROP T.S.M.O.H. : | 299.8 |
| PROP TOTAL TIME : | 2735.3 |

PIPER

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & callipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced RMG tire and lubed wheel bearings. Replaced LMG brake pads and right flap static wick.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-02186
Date: 4/29/11

Signed:  ERAU-30 Repair Station N3XR816N.

WORK PERFORMED.

REPAIR STATION NUMBER OR
NAME OF PERSON PERFORMING WORK

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EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER

Total Time: 2757.0 E.S. ERAU - P

Tach Time: 2757.0

RT gear actuator leaking

Placed a/c on jacks. Removed leaking RMG actuator, P/n 455-994, S/n 2392. Installed new actuator P/n 455-994, S/n 3691. Serviced hydraulic power pack with 5606. Performed operational check of gear with no defects or leaks noted. Removed a/c from jacks. Work performed IAW Piper service manual chap. 32.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011 02460 Date: 04/29/11

Signed:  ERAU-P Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1105 Which Expires: 06/02/11
 AC TT: 2771.3 Tach Time: 2771.3
 WO#: 2011 02648 Dated 05/06/11
 Signature: [Redacted] N3XR816N
 712 FAA Repair Station: N3XR816N



N712ER

DAVID OBER
 CRS N3XR816N

ACT: 2776.2
 TACH: 2776.2

Inspected the aileron control yoke system. Cleaned and lubed the control yoke tubes. Removed the rear seats and rear floorboard. Checked the aileron cable tension and removed the turnbuckle clips from the aileron balance(aft) and primary(forward)cables. Adjusted the cable tension to 40 +/- 5 lbs tension and safetied the aileron primary and balance cables using turnbuckle clips. Performed a functional check of the aileron system and no defects noted. No binding noted from the aileron system. Installed the aft floor and left and right aft seats and secured. All work accomplished in accordance with Piper PA28R maintenance manual chapter 27-10-00 and chart 2.

Signed: [Redacted] Certified Repair Station N3XR816N WO# 2011 02755 Date: 5/11/11



I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 2781.9

PIPER

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 2781.9 |
| ENG TOTAL TIME : | 5942.1 |
| ENG T.S.M.O.H. : | 582.8 |
| TACH TIME : | 2781.9 |
| PROP T.S.M.O.H. : | 935.8 |
| PROP TOTAL TIME : | 2781.3 |

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-11). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Retorqued stabilator bolts as needed. Adjusted right wing tip fairing as required to prevent rubbing the counterweight. Replaced RMG brake pads. Replaced LMG wheel/tire assembly with a serviceable shop built up assembly.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-02838 Date: 5/16/11

Signed: [Redacted] ERAU 30 Repair Station N3XR816N.

KEN WIXON
 N3XR816N



This aircraft has been updated with NavData
 Cycle: 1108 Which Expires: 06/30/11
 AC TT: 2810.0 Tach Time: 2810.0
 WO#: 2011 03181 Dated 06/01/11

Signature: [Redacted] Jacques DitPhilippe
 712 FAA Repair Station: N3XR816N


NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS


| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER</p> <p>Time in Service : <u>2830.0</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Removed and replaced door upper clevis pin with new pin. Removed altimeter P/N 5934PD-3 S/N 441191 and installed overhauled altimeter P/N 5934PD-3-A134 S/N 441240, altimeter certification due date: 12/31/2012. Performed leak check with no leaks found. Ops check good. All work done with reference to PA28R AMM In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), (c), the static system has been inspected and is approved for return to service. Performed integrity check of transponder system I.A.W. FAR 43 appendix E, ops check good. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011 03439 Date: <u>06/12/11</u></p> <p>Signed:  Repair Station N3XR816N. Kurt Gibson ERAU 39</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>2830.0</u> ENG TOTAL TIME : <u>5990.2</u> ENG T.S.M.O.H. : <u>630.9</u> TACH TIME : <u>2830.0</u> PROP T.S.M.O.H. : <u>883.9</u> PROP TOTAL TIME : <u>2829.4</u></p> </div> </div> |

N712ER



**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

Tach Time: 2848.3
 Cleared static and pitot line of moisture. Removed VSI p/n 7000 s/n 317866, installed p/n 7000 s/n 5D156. Overhauled unit under w/o 4332. Operational check good. No defects noted.
 Performed operational check IAW FAR 43 appdx. E (a), (c), the static system and the altitude correlation has been inspected and is approved for return to service.
 The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.
 Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
WO # FMC0201103553 Date: 06/20/11

Signed:  Repair Station N3XR816N. Jacques DitPhillippe
 N3XR816N

AIRFRAME MAINTENANCE LOG

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|-------------|-----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-----------------------------|---|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

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|-------------------|---------------|
| A/C TOTAL TIME : | 2878.0 |
| ENG TOTAL TIME : | 6038.2 |
| ENG T.S.M.O.H. : | 678.9 |
| TACH TIME : | 2878.0 |
| PROP T.S.M.O.H. : | 931.9 |
| PROP TOTAL TIME : | 2877.4 |

I certify that this **AIRCRAFT-PA28R (N712ER)** has been inspected in accordance with an **ANNUAL** inspection and was found to be in an airworthy condition.
Time in Service : **2878.0**

Complied with: **ANNUAL** inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-2012) & FAR 91.207 Date (08-2011). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. C/W S.B 1156 (ng bolt inspection) Replaced central vacuum filter. Lubed stab. Trim actuator. Replaced fuel pump light bulb. Replaced pilots cable floor strip. Resealed left lower side of windscreen.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2011 03806** Date: **30 JUNE 2011**

Signed



Repair Station N3XR816N.

AL ZACCARIA
CRS N3XR816N



This aircraft has been updated with NavData
Cycle: 1107 Which Expires: 07/28/11
AC TT: **2878.0** Tach Time: **2878.0**
WO#: 2011 03811 Dated 06/30/11
Signature: **Jacques DiPhillippe**
712 FAA Repair Station N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : **2929.4**

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|-------------------|---------------|
| A/C TOTAL TIME : | 2929.4 |
| ENG TOTAL TIME : | 6089.6 |
| ENG T.S.M.O.H. : | 730.3 |
| TACH TIME : | 2929.4 |
| PROP T.S.M.O.H. : | 983.3 |
| PROP TOTAL TIME : | 566 |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced nose gear wheel / tire assembly with a serviceable shop built up assembly.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2011-04167**
Date: **7/20/11**

Signed:



ERAU 30



Repair Station N3XR816N.

KEN WIXON
N3XR816N

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|--|---|
| 712 | Signature:  FAA Rep:  | This aircraft has been updated with NavData Cycle: 1108 Which Expires: 08/25/11 AC TT: 2959.2 Tach Time: 2959.2 WO#: 2011-04269 Dated 06/30/11 Dit Philippe N3XR816N |



**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

I certify that this **AIRCRAFT-PA28R (N712ER)** has been inspected in accordance with an **ANNUAL** inspection and was found to be in an airworthy condition.
Time in Service: **2974.1**

Complied with: **ANNUAL** inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed ELT test IAW FAR 91.207 with no defects noted. Tightened hardware at the LMG upper side brace lower and upper bolts; and the LMG lower torque links. Replaced RMG brake pads. Installed new nose gear actuator forward clevis bolt. Replaced LMG brake disc and LMG wheel / tire assembly with a serviceable shop built up assembly. Replaced RMG upper torque link bushings. Replaced RMG center torque link bolt and cleaned bushings. Replaced vacuum pump with new P/N: AA3215CC with S/N: 14645-11. Removed pump with S/N: N58385.



The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order; WO # **RMS 2011-04446** Date: **8/4/11**


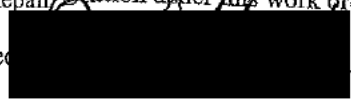
Signed:  Repair Station N3XR816N.

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|-------------------|---------------|
| A/C TOTAL TIME : | 2974.1 |
| ENG TOTAL TIME : | 6134.3 |
| ENG T.S.M.O.H. : | 778.0 |
| TACH TIME : | 2974.1 |
| PROP T.S.M.O.H. : | 1028.0 |
| PROP TOTAL TIME : | 2973.5 |



AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|---|----------------------------|---|
|  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | | |
| N712ER Total Time: 2986.3 Tach Time: 2986.3 Placed aircraft upon jacks and performed gear retraction and extension tests. Found nose gear up position to be out of adjustment. Removed engine cowling and re-adjusted nose gear up limit stop, referenced Piper PA-28R-201 MM Ch. 32-20-00. Also found right gear up limit switch to be out of adjustment. Re-adjusted right gear up limit switch and performed extension and retraction tests. Operational check of gear swing good, no defects noted. Re-installed engine cowling. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-04609 Date: 08/15/11 Signed:  Repair Station N3XR816N. N3XR816N | | |

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|  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | | |
| N712ER Total Time: 3008.8 Tach Time: 3008.8 Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, loose or damages trunion mounts. Insp wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator sidebrace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Insp fuselage and empennage for door alignment, buckling, loose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011 04774 Date: 08/24/11 Signed:  Repair Station N3XR816N. <div style="text-align: right;"> DANIEL STINELLI CRS N3XR816N </div> | | |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE RTS TAGS

This aircraft has been updated with NavData
 Cycle: 1109 Which Expires: 09/22/11
 AC TT: 3010.4 Tach Time: 2010.4
 WO#: 2011-04793 Dated 08/26/11
 Signature: Jacques DiPhillippe
 FAA Repair Station: N3XR816N

712



AIRFRAME-PA28R
N712ER
 Time in Service: 3013.3

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|-------------------|---------------|
| A/C TOTAL TIME : | <u>3013.3</u> |
| ENG TOTAL TIME : | <u>6173.5</u> |
| ENG T.S.M.O.H. : | <u>814.2</u> |
| TACH TIME : | <u>3013.3</u> |
| PROP T.S.M.O.H. : | <u>1067.2</u> |
| PROP TOTAL TIME : | <u>3012.7</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
 Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-04855
 Date: 30 AUG 2011

Signed: [Signature] Repair Station N3XR816N.



WORK PERFORMED.
 REPAIR STATION NUMBER OR
 NAME OF PERSON PERFORMING WORK



N712ER
 Total Time: 3019.0
 Tach Time: .1

New Tach

Removed Tach P/N: 599-282 S/N: 39017 with a total time of: 3019.0 hours. Installed NEW Tach P/N: 599-282 S/N: 41971 with a total time of: 0000.1 hours. Performed engine run-up for operational check. No discrepancies noted. All work done I.A.W. the Piper Maintenance Manual Chapter 77-10-00 (removal/installation).

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-04921 Date: 9-7-11

Signed: [Signature] Repair Station N3XR816N.


Lyle Sunderland
N3XR816N

This aircraft has been updated with NavData
 Cycle: 1110 Which Expires: 10/20/11
 AC TT: 3031.7 Tach Time: 18.8
 WO#: 2011 05357 Dated 09/21/11
 Signature: Jacques DiPhillippe
 FAA Repair Station: N3XR816N

712


AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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|---|---|------------------|--------|------------------|--------|------------------|-------|-------------|------|-------------------|--------|-------------------|--------|
| <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 3067.2</p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check. Installed serviceable fire extinguisher. Replaced CO detector card. Reattached Garmin reference guide to the seat. Lubed both control yoke shafts and joints. Repositioned rudder torque tube clamps. Repositioned right wing tip fairing to prevent chaffing with the balance weight. Replaced left outboard aileron hinge with a new part.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-05737 Date: 10/5/11</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> | <table style="width: 100%; border: none;"> <tr><td>A/C TOTAL TIME :</td><td>3067.2</td></tr> <tr><td>ENG TOTAL TIME :</td><td>6227.4</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>868.1</td></tr> <tr><td>TACH TIME :</td><td>48.3</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>1121.1</td></tr> <tr><td>PROP TOTAL TIME :</td><td>3066.6</td></tr> </table> | A/C TOTAL TIME : | 3067.2 | ENG TOTAL TIME : | 6227.4 | ENG T.S.M.O.H. : | 868.1 | TACH TIME : | 48.3 | PROP T.S.M.O.H. : | 1121.1 | PROP TOTAL TIME : | 3066.6 |
| A/C TOTAL TIME : | 3067.2 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 6227.4 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 868.1 | | | | | | | | | | | | |
| TACH TIME : | 48.3 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | 1121.1 | | | | | | | | | | | | |
| PROP TOTAL TIME : | 3066.6 | | | | | | | | | | | | |

This aircraft has been updated with NavData
 Cycle: 1111 Which Expires: 11/17/11
 AC TT: 3082.8 Tach Time: 63.9
 WO#: 2011 06071 Dated 10/19/11
 Signature: Jacques D. [Redacted]
 712 FAA Repair Station: N3XR816N



| | | | | | | | | | | | | | |
|---|---|------------------|--------|------------------|--------|------------------|-------|-------------|------|-------------------|--------|-------------------|--------|
| <p>AIRFRAME-PA28R N712ER Time in Service : 3110.4</p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-06 [Redacted] Date: 11/2/11</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> | <table style="width: 100%; border: none;"> <tr><td>A/C TOTAL TIME :</td><td>3110.4</td></tr> <tr><td>ENG TOTAL TIME :</td><td>6270.6</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>911.3</td></tr> <tr><td>TACH TIME :</td><td>91.5</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>1164.3</td></tr> <tr><td>PROP TOTAL TIME :</td><td>3109.8</td></tr> </table> | A/C TOTAL TIME : | 3110.4 | ENG TOTAL TIME : | 6270.6 | ENG T.S.M.O.H. : | 911.3 | TACH TIME : | 91.5 | PROP T.S.M.O.H. : | 1164.3 | PROP TOTAL TIME : | 3109.8 |
| A/C TOTAL TIME : | 3110.4 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 6270.6 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 911.3 | | | | | | | | | | | | |
| TACH TIME : | 91.5 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | 1164.3 | | | | | | | | | | | | |
| PROP TOTAL TIME : | 3109.8 | | | | | | | | | | | | |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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N712ER



Tach Time: 112.1

Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. **Determined that landing was not a hard landing.** Inspected struts for signs of overstress, deformation, loose or damages trunion mounts. Inspected wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Inspected wing attach bolt areas for slippage, damage, and overstress. Inspected upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Inspected engine mount for distortion and damage. Inspected propeller for evidence of ground strike. Inspected fuselage and empennage for door alignment, buckling, loose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted .

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # FMC0201106689 Date 11/11/11

Signed:

Jacques DitPhillippe
Repair Station N3XR816N
N3XR816N



N712ER



Total Time: 3132.7
Tach Time: 113.8

Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. **Determined that landing was not a hard landing.** Inspected struts for signs of overstress, deformation, loose or damages trunion mounts. Insp wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator sidebrace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Inspected propeller for evidence of groundd strike. Inspected fuselage and empennage for door alignment, buckling, loose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011 06704 Date: 14 NOV 2011

Signed: Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. |
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| | | <p>ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK</p> |
| | | <p>This aircraft has been updated with NavData Cycle: 1112 Which Expires: 12/15/11 ACTT: <u>3141.8</u> Tach Time: <u>122.9</u> WO#: 2011 06836 Dated 11/17/11</p> <p>Signature: <u>Jacq [Redacted]</u> 712 FAA Repair Station N3XR816N</p> |
| | |  |
| | | <p>N712ER Total Time: 3141.8 Tach Time: 122.9</p> <p>Removed Directional Gyro P/N PS50126-5 S/N T72472Q and installed overhauled Directional Gyro P/N RCA11A-8 S/N 41E0233G. Ran aircraft. Ops check good. No defects noted. All work performed I/A/W Piper PA28R AMM 34-20-00 Paragraph 4B.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2011 06858</u> Date: <u>11/23/2011</u></p> <p>Signed: <u>[Redacted]</u> Repair Station N3XR816N. James M. Branam BKA042</p> |
| | |  |
| | | <p>N712ER</p> <p>TACH: <u>134.7</u> ACTT : <u>3153.6</u></p> <p>Replaced left gear actuator with repaired actuator. (RT actuator, s/n off: 3701, s/n on: 3427). Serviced hyd reservoir. Performed operational and leak check, no defects noted at this time. Work accomplished in accordance with PA28R Maintenance Manual Section 32-30-00, para 3. A/C ok for RTS.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # <u>RMS 2011 07213</u> Date: <u>12/02/2011</u></p> <p>Signed: <u>[Redacted]</u> N3XR816N KOREY DICKERSON CRS N3XR816N</p> |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

A/C TOTAL TIME : 3159.8
 ENG TOTAL TIME : 6320.0
 ENG T.S.M.O.H. : 960.7
 TACH TIME : 140.9
 PROP T.S.M.O.H. : 1213.7
 PROP TOTAL TIME : 3159.2

I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 3159.8

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repacked nose gear bearings. Replaced LMG and RMG wheel / tire assemblies with serviceable shop built up assemblies. Replaced LMG brake pads. Replaced the left aileron actuator rod end bolt. Epoxied the battery box vent line at the battery box. Installed new wing walk tape on the cabin step. Installed new cabin door upper handle. Tightened the dome light control knob. Stop drilled small crack in the right wing forward rib assembly at W.S.49.25. Replaced alternator brushes.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-07277 Date: 06 DEC 2011

Signed: _____ Repair Station N3XR816N.

STEVEN JOHNSON
CRS N3XR816N



OR
WORK

This aircraft has been updated with NavData
 Cycle: 1113 Which Expires: 01/12/12
 AC TT: 3187.0 Tach Time: 168.1
 WO#: 2011 07501 Dated 12/14/11
 Signature: _____
 712 FAA Repair Station N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER

Time in Service : 3207.8

A/C TOTAL TIME : 3207.8
 ENG TOTAL TIME : 6368.0
 ENG T.S.M.O.H. : 1008.7
 TACH TIME : 188.9
 PROP T.S.M.O.H. : 1261.7
 PROP TOTAL TIME : 3207.2

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**

Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Repaired cowl fastener as required.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2011-09177
 Date: 1/9/12

Signed: _____ Repair Station N3XR816N.



AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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This aircraft has been updated with NavData
 Cycle: 1201 Which Expires: 02/09/12
 AC TT: 3212.9 Tach Time: 194.0
 WO#: 2012-00172 Dated 01/11/12
 s DiitPhillippe
 Signature: [Redacted] N3XR816N
 712 FAA Repair Station: N3XR816N



I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 3253.3

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| A/C TOTAL TIME : | 3253.3 |
| ENG TOTAL TIME : | 6413.5 |
| ENG T.S.M.O.H. : | 1054.2 |
| TACH TIME : | 234.4 |
| PROP T.S.M.O.H. : | 1307.2 |
| PROP TOTAL TIME : | 3252.7 |

Complied with: ANNUAL Inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Installed new right aileron static wick. Tightened axle nut on nose wheel tire. Replaced RMG brake pads. Replaced left aileron static wick. Replaced nose gear actuator forward clevis bolt. Replaced LMG brake disc.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012-00510 Date: 1/24/12

Signed: [Redacted] Repair Station N3XR816N.



N712ER

TACH: 234.4
 ACTT: 3253.3

In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In compliance with FAR 91.411and, 91.413, and in accordance with FAR 43 appendix E (e), (a), and F (a - k). I certify that the Transponder and installation make: GARMIN, Model GTX 330, s/n: 84128176 meet all the requirements.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2012-00510 Date: 01/24/2012

Signed: [Redacted] N3XR816N ERAU #40
 Matthew A Demick
 Repairman #3552049



N712ER

Tach Time : 234.4

Aircraft Total Time: 3253.3

C/W GDL90ICA 560-0279-01 Rev C, para 2.5 (Inspection of GDL90 UAT and MicroAPM), no defects noted.

Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
 WO # RMS 2012-00510, Date: 1/24/12


Signed: [Redacted] Ken Wixon - Insp. # 30
 Repair Station N3XR816N.

NEW


ABLE


This aircraft has been updated with NavData
 Cycle: 1202 Which Expires: 03/08/12
 AC TT: 3285.7 Tach Time: 266.8
 WO#: 2012 00919 Dated 02/08/12
 Signature: [Redacted] Phillippe
 712 FAA Repair Station N3XR816N

AIRFRAME MAINTENANCE LOG

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| DATE |  | A/C TOTAL TIME : <u>3343.6</u> ENG TOTAL TIME : <u>6503.8</u> ENG T.S.M.O.H. : <u>1144.5</u> TACH TIME : <u>324.7</u> PROP T.S.M.O.H. : <u>1397.5</u> PROP TOTAL TIME : <u>3343.0</u> | N NUMBER OR FORMING WORK |
| | I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>3343.6</u> | | |
| | Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump inspection. Complied with AD 84-26-02 by replacement of the induction air filter. C/W GDL90ICA 560-0279-01 Rev C, para 2.5 (Inspection of GDL90 UAT and MicroAPM), no defects noted. Removed nose gear wheel / tire assembly and replaced with a serviceable shop built up assembly. Secured hardware at the left aileron rod end and bellcrank. Replaced both rod ends at the right aileron and bellcrank assembly. Tightened shimmy dampener rod end. Replaced RMG down look spring lower plate. Lubed and freed the nose gear torque link center bolt. Replaced nose gear actuator forward clevis bolt. Tightened stabilator control push pull rear rod end jam nut. | | |
| | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2012-01528</u> Date: <u>3/5/12</u> | | |
| | Signed: _____ Repair Station N3XR816N. | KEN WIXON N3XR816N | |

This aircraft has been updated with NavData
 Cycle: 1203 Which Expires: 04/05/12
 AC TT: 3553.0 Tach Time: 331.1
 WO#: 2012 01580 /07/12
 Signature: Jacques
 712 FAA Repair Station N3XR816N

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| |  | A/C TOTAL TIME : <u>3388.1</u> ENG TOTAL TIME : <u>6548.3</u> ENG T.S.M.O.H. : <u>1189.0</u> TACH TIME : <u>369.2</u> PROP T.S.M.O.H. : <u>1442.0</u> PROP TOTAL TIME : <u>3387.5</u> | |
| | AIRFRAME-PA28R N712ER Time in Service : <u>3388.1</u> | | |
| | Complied with: EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced, as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced tire on LMG wheel assembly and repacked bearings. | | |
| | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2012-01817</u> Date: <u>3/16/12</u> | | |
| | Signed: _____ Repair Station N3XR816N. | KEN WIXON N3XR816N | |

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| |  | A/C TOTAL TIME : <u>3439.8</u> ENG TOTAL TIME : <u>6600.0</u> ENG T.S.M.O.H. : <u>1240.7</u> TACH TIME : <u>420.9</u> PROP T.S.M.O.H. : <u>1493.7</u> PROP TOTAL TIME : <u>3439.2</u> | |
| | I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>3439.8</u> | | |
| | Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check, with no defects noted. Completed hydraulic fluid contamination check. Replaced the RMG tire / wheel assembly with a serviceable shop built up assembly. Replaced nose gear actuator forward clevis bolt. Tightened jam nut on the dome light assembly. Installed new brake pads on the left and right gear. Tightened bolt at the lower torque link on the nose gear. Replaced bolts in the RMG torque link center position and the nose gear torque link center position. | | |
| | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2012-02245</u> Date: <u>4/4/12</u> | | |
| | Signed: _____ Repair Station N3XR816N. | KEN WIXON N3XR816N | |


ABLE

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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This aircraft has been updated with NavData
 Cycle: 1204 Which Expires: 05/03/12
 AC TT: 3440.0 Tach Time: 421.1
 WO#: 2012 02220 Date: 04/12
 Signature: Jac [REDACTED] 009
 712 FAA Repair Station N3XR816N



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|--|--|
| AIRFRAME-PA28R N712ER Time in Service : 3485.7 | A/C TOTAL TIME : 3485.7 ENG TOTAL TIME : 6645.9 ENG T.S.M.O.H. : 1286.6 TACH TIME : 466.8 PROP T.S.M.O.H. : 1539.6 PROP TOTAL TIME : 3485.1 |
|--|--|

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
 Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO #RMS 2012 02623
 Date: 20 APRIL 2012



Signed: [REDACTED] Repair Station N3XR816N



STEVEN JOHNSON
CRS N3XR816N



This aircraft has been updated with NavData
 Cycle: 1205 Which Expires: 05/31/12
 AC TT: 3527.2 Tach Time: 508.7
 WO#: 2012 [REDACTED]
 712 S [REDACTED]

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|---|
| | |  <div style="float: right; border: 1px solid black; padding: 5px; width: 150px;"> <p>A/C TOTAL TIME : <u>3533.7</u> ENG TOTAL TIME : <u>6693.9</u> ENG T.S.M.O.H. : <u>1334.6</u> TACH TIME : <u>514.8</u> PROP T.S.M.O.H. : <u>1587.6</u> PROP TOTAL TIME : <u>3533.1</u></p> </div> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>3533.7</u></p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Replaced upper bushing at stab trim barrel, LT brake pads, flap lever placard, pilots yoke universal joint, EGT indicator bulb, and placard at cabin door top latch. Removed rudder and replaced lower hinge bearing, reinstalled rudder and adjusted rudder cable tensions and safetied. Performed retraction test and emergency gear extension. C/W vac pump wear inspection. All work done in accordance with applicable sections of PA28R Maintenance Manual.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012-03051 Date: 08 MAY 2012</p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> <div style="text-align: right;">  </div> |


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|  | <h3>EMBRY-RIDDLE</h3> <h4>AERONAUTICAL UNIVERSITY</h4> | <div style="border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>3578.2</u> ENG TOTAL TIME : <u>6738.4</u> ENG T.S.M.O.H. : <u>1379.1</u> TACH TIME : <u>559.3</u> PROP T.S.M.O.H. : <u>1632.1</u> PROP TOTAL TIME : <u>3577.6</u></p> </div> |
| <p>AIRFRAME-PA28R N712ER Time in Service : <u>3578.2</u></p> | | |
| <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> | | |
| <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012 03532 Date: 05/25/12</p> | | |
| <p>Signed: [REDACTED]</p> | | <p>AL ZACCARIA CRS N3XR816N Repair Station N3XR816N.</p> <div style="text-align: right;">  </div> |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | | <p>This aircraft has been updated with NavData Cycle: 1206 Which Expires: 08/28/12 AC TT: 3586.7 Tach Time: 567.8 WO#: 2012 03573 Dated 06/28/12</p> <p>Signature: <u>Jacqueline [redacted]</u> 712 FAA Repair Station: N3XR816N</p> |




| | |
|-------------------|--------|
| A/C TOTAL TIME : | 3624.5 |
| ENG TOTAL TIME : | 6784.7 |
| ENG T.S.M.O.H. : | 1425.4 |
| TACH TIME : | 605.6 |
| PROP T.S.M.O.H. : | 1678.4 |
| PROP TOTAL TIME : | 3623.9 |

I certify that this AIRCRAFT PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 3624.5

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (9-12) & FAR 91.207 Date (8-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repaired left sun visor. Replaced interior cable cover in front of the copilot's seat. Replaced LMG wheel / tire assembly with a serviceable shop built up assembly. Replaced bolt in the LMG side brace assembly. Flushed the oil cooler. Removed propeller for desludging process and reinstalled and safetied.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012-03902 Date: 6-14-12

Signed: [redacted] Repair Station N3XR816N.



N712ER

TACH: 3659.7
 ACTT: 3659.7

Removed and replaced the RMG actuator I.A.W Piper PA28R AMM chapter 32-30-00. P/N off: 455-994, S/N: 3691, and installed P/N: 455-994, S/N: 4129. Serviced the hydraulic power pack as required and performed extension and retraction test, ops and leak check good at this time.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2012-00424 Date: 06/30/2012


Signed: [redacted] N3XR816N

SCOTT PARKER
 CRS N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1207 Which Expires: 07/26/12
 AC TT: 3649.7 Tach Time: 631.0
 WO#: 2012 04141 Dated: 08/27/12
 Signature: Jacqu
 FAA Repair Station N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N712ER
 Time in Service : **3671.8**

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | 3671.8 |
| ENG TOTAL TIME : | 6832.0 |
| ENG T.S.M.O.H : | 1472.7 |
| TACH TIME : | 652.2 |
| PROP T.S.M.O.H : | 1725.7 |
| PROP TOTAL TIME : | 3671.2 |


Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
 Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LT brake pads.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2012 04321**
 Date: **04 JULY 2012**

Signed: _____ Repair Station N3XR816N



STEVEN JOHNSON
CRS N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER
 Total Time: 3705.3
 Tach Time: 686.4

Removed engine cowling and inspected exhaust muffler found cracks pass stop drilled. Removed and replaced FWD exhaust muffler with new P/N 67517-000. During inspection found exhaust shroud corroded and cracked, # 1 exhaust riser sized in exhaust muffler, and exhaust shroud hose torn. Removed and replaced top exhaust shroud with overhauled P/N 99600-000, replaced #1 exhaust riser with new P/N 67809-000 S/N 206220, and replaced exhaust shroud hose with new P/N 565-447. No further defects noted. Aircraft ok for return to service. All work accomplished I.A.W. Piper Arrow PA-28R Aircraft maintenance manual 78-00-00.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2012 04594** Date: **07/18/12**

Signed: _____ Repair Station N3XR816N

KOREY DICKERSON
CRS N3XR816N

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|-----------------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-----------------------------|--|

N712ER



Tach Time: 699.8
Total time: 3718.7

Removed MX20 p/n 430-270-501 s/n 6068507, installed GMX200 MFD p/n 011-01271-00 s/n 38301372. configured application s and replaced connector to fit system IAW GMX200 installation manual p/n 190-607-04 Rev. F, October 2008.
IAW AML and STC #SA01692SE.
Corrected weight and Balance, Flight Manual Supplement and installed pilot reference manual for GMX 200 P/N 190-00607-2Rev.C

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # RMS201204714 Date: 07/25/12

Signed: [REDACTED] Repair Station N3XR816N.

Jacques DuPhillippe
N3XR816N

| | | | | | | | | | | | | | |
|--|---|------------------|---------------|------------------|---------------|------------------|---------------|-------------|--------------|-------------------|---------------|-------------------|---------------|
| <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this AIRCRAFT (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>3718.7</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (09-12) & FAR 91.207 Date (08-12). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repacked nose and LMG wheel bearings. Replaced left aileron wing pulley. Tightened LMG wheel nut. Installed new bushings at the RMG upper drag link. Lubed and freed up the right aileron wing root rear pulley. Replaced instrument light bulbs as required. Replaced RMG lower link bushings. Replaced induction air filter. Completed vacuum pump wear check. Installed Piper Kits 767-397 & 767-398 at wing station 49.25 LT & RT wings. CW AD84-26-02 by replacing induction air filter.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2012-04714</u> Date: <u>01 AUG 2012</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> <p align="center">STEVEN JOHNSON CBS N3XR816N</p> | <table style="width:100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td><u>3718.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>6878.9</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td><u>1519.6</u></td></tr> <tr><td>TACH TIME :</td><td><u>699.8</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td><u>1772.6</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>3718.1</u></td></tr> </table> | A/C TOTAL TIME : | <u>3718.7</u> | ENG TOTAL TIME : | <u>6878.9</u> | ENG T.S.M.O.H. : | <u>1519.6</u> | TACH TIME : | <u>699.8</u> | PROP T.S.M.O.H. : | <u>1772.6</u> | PROP TOTAL TIME : | <u>3718.1</u> |
| A/C TOTAL TIME : | <u>3718.7</u> | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>6878.9</u> | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>1519.6</u> | | | | | | | | | | | | |
| TACH TIME : | <u>699.8</u> | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>1772.6</u> | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>3718.1</u> | | | | | | | | | | | | |



AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1208 Which Expires: 08/23/12
 AC TT: 3718.7 Tach Time: 699.8
 WO#: 2012 04739 Dated 07/25/12

712 Signature: [Redacted]
 FAA Repair Station: N3XR816N

A/C TOTAL TIME : 3760.1
 ENG TOTAL TIME : 6920.3
 ENG T.S.M.O.H : 1561.0
 TACH TIME : 741.2
 PROP T.S.M.O.H : 1814.0
 PROP TOTAL TIME : 3759.5

**AIRFRAME-PA28R
N712ER**

Time in Service : 3760.1

PIPER

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
 Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012 0528
 Date: 8/22/12

Signed: [Redacted] **KEN WIXON** Repair Station N3XR816N
 N3XR816N

N712ER

Total Time: 3768.6
 Tach Time: 749.7

Removed and replaced ELT battery pack (next due 04-2018). Performed ELT FAR 91.207 and OPS checked satisfactory (next due 08-2013). Reinstalled ELT in acft, checked remote and checked satisfactory.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012 05437 Date: 31 AUG 2012

Signed: [Redacted] **FAAU-2A** Repair Station N3XR816N

N712ER

LOG BOOK ENTRY _____
 E.L.T. BATTERY REPLACEMENT DATE Apr 2018.

This aircraft has been updated with NavData
 Cycle: 1209 Which Expires: 09/20/12
 AC TT: 3760.7 Tach Time: 741.2
 WO#: 2012 05283 Date: [Redacted]


712 Signature: [Redacted]
 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|---|
| | | <p>This aircraft has been updated with NavData Cycle: 1210 Which Expires: 10/18/12 ACFT: 3789.3 Tach Time: 770.6 WO#: 2012 058842 Dated 09/19/12</p> <p>Signature: <u>Jacob [redacted]</u> FAA Repair Station: [redacted] 16N</p> |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PART (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 3816.9

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-13). Complied with: S. B. 636 (Ignition switch).
 Replaced central vac filter, RT flap center bearing, LT gear actuator, NG actuator fwd bolt, LT wing root rear aileron pulley, LT wing aileron rod end at bellcrank, NG turn limit placard, aft muffler, exhaust heat intake duct, and NG down assist springs.
 C/W SB1156, vac pump wear insp, and stab trim tube. Cleaned, insp, and repacked RT wheel bearings. Removed corrosion, treated, primed, and painted at RT wing leading edge and bottom of LT stab. Replaced fuel and oil hoses in engine compartment. Replaced compass and performed compass swing. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012-06310 Date: 04 OCT 2012

Signed: [redacted] Repair Station N3XR816N

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 3816.9 |
| ENG TOTAL TIME : | 6977.1 |
| ENG T.S.M.O.H. : | 1617.8 |
| TACH TIME : | 798.0 |
| PROP T.S.M.O.H. : | 1870.8 |
| PROP TOTAL TIME : | 3816.3 |

STEVEN JOHNSON
CRS N3XR816N



| For | | RADIOS ON | | | |
|-----|-----|-----------|-----|-----|-----|
| N | 030 | 060 | E | 120 | 150 |
| 000 | 029 | 059 | 090 | 120 | 151 |
| 5 | 210 | 240 | W | 300 | 330 |
| 181 | 211 | 244 | 277 | 305 | 335 |


Date: 04 OCT 2012
 Reg. No: N712ER
 Tach: 3,816.9
 Initials: Johnson,S.

AIRFRAME MAINTENANCE LOG

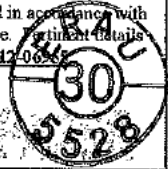
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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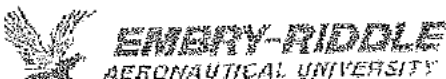
This aircraft has been updated with NavData
 Cycle: 1211 Which Expires: 11/15/12
 AC TT: 3845.7 Tach Time: 826.8
 WO#: 2012 06718 Dated 10/17/12

Signature: [Redacted]
 712 FAA Repair Station: N3XR816N



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|--|--|------------------|--------|------------------|--------|------------------|--------|-------------|-------|-------------------|--------|-------------------|--------|
| <p>AIRFRAME-PA28R N712ER Time in Service : 3861.4</p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012-0656 Date: 10/25/12</p> <p>Signed: [Redacted] KEN WIXON Repair Station N3XR816N N3XR816N</p> | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;">3861.4</td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;">7021.6</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;">1662.3</td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;">842.5</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;">1915.3</td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;">3860.8</td></tr> </table> | A/C TOTAL TIME : | 3861.4 | ENG TOTAL TIME : | 7021.6 | ENG T.S.M.O.H. : | 1662.3 | TACH TIME : | 842.5 | PROP T.S.M.O.H. : | 1915.3 | PROP TOTAL TIME : | 3860.8 |
| A/C TOTAL TIME : | 3861.4 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 7021.6 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 1662.3 | | | | | | | | | | | | |
| TACH TIME : | 842.5 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | 1915.3 | | | | | | | | | | | | |
| PROP TOTAL TIME : | 3860.8 | | | | | | | | | | | | |





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|---|--|------------------|--------|------------------|--------|------------------|--------|-------------|-------|-------------------|-----|-------------------|-----|
| <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 3915.1</p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2013). Complied with: S. B. 636 (Ignition switch). Replaced RT tire w/new and repacked wheel bearings. Replaced cabin fan air inlet screen, alternator brushes, and LT&RT brake pads. Performed retraction test and emergency gear extension. Replaced propeller; B2D34C213, s/n off: 070133, s/n on: 120217. Prop installed TT: NEW.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2012 07427 Date: 14 NOV 2012</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;">3915.1</td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;">7075.3</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;">1716.0</td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;">896.2</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;">N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;">0.0</td></tr> </table> | A/C TOTAL TIME : | 3915.1 | ENG TOTAL TIME : | 7075.3 | ENG T.S.M.O.H. : | 1716.0 | TACH TIME : | 896.2 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 0.0 |
| A/C TOTAL TIME : | 3915.1 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 7075.3 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 1716.0 | | | | | | | | | | | | |
| TACH TIME : | 896.2 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | |
| PROP TOTAL TIME : | 0.0 | | | | | | | | | | | | |



STEVEN JOHNSON
 CRS N3XR816N

This aircraft has been updated with NavData
 Cycle: 1212 Which Expires: 12/18/12
 AC TT: 3915.1 Tach Time: 896.2
 WO#: 2012 07427 Dated 11/14/12
 Signature: [Redacted] Philip
 712 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|-------------------------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-------------------------------------|--|

N712ER



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

Tach. Time: 909.3
Total time: 3928.2

Installed an Aircraft Components "Landing Gear Warning System" P/N 2037 s/n ~~505524FR2~~ ^{50555P4FR2} per STC Number SA01644AT.

The following reference material was used for this installation:

- 1) Installation Manual Supplement: "Specification M-5, Rev. 2"
 - 2) Installation Manual: "Specification M-1, Rev. F"
 - 3) Airplane Flight Manual Supplement: "Airplane Flight Manual Supplement" FAA APPROVED, SEPT. 12, 2003.
 - 4) Instructions for Continued Airworthiness: "ICA-2037 Rev. 0" Date 07-14-03
 - 5) Approved Model List: "Specification 2037-AML REV. 1" Dated September 12, 2012
- The Weight & Balance and the Equipment list were updated.
- 1) Installation Manual Supplement: "Specification M-5, Rev. 2"
 - 2) Installation Manual: "Specification M-1, Rev. F"
 - 3) Airplane Flight Manual Supplement: "Airplane Flight Manual Supplement" FAA APPROVED, SEPT. 12, 2003.
 - 4) Instructions for Continued Airworthiness: "ICA-2037 Rev. 0" Date 07-14-03
 - 5) Approved Model List: "Specification 2037-AML REV. 1" Dated September 12, 2012

The Weight & Balance and the Equipment list was updated. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

RMS WO # 201207598 Date: 11/27/12



Signed




Repair Station N3XR816N.

Jacques DiPhillippe
N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------|---|------------------|--------|------------------|--------|------------------|--------|-------------|-------|-------------------|-----|-------------------|------|
| | |  <table border="1" style="float: right; margin-left: auto; margin-right: auto;"> <tr><td>A/C TOTAL TIME :</td><td>3957.1</td></tr> <tr><td>ENG TOTAL TIME :</td><td>7117.3</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>1758.0</td></tr> <tr><td>TACH TIME :</td><td>938.2</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td>42.0</td></tr> </table> <p>N712ER Time in Service : 3957.1</p> <p>Complied with EMBRY-RIDDLE'S, <i>50hr Insp-check-637</i> Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2012 07949</u> Date: <u>06 DEC 2012</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> <p style="text-align: center;">STEVEN JOHNSON CRS N3XR816N</p> <div style="text-align: right;">  </div> | A/C TOTAL TIME : | 3957.1 | ENG TOTAL TIME : | 7117.3 | ENG T.S.M.O.H. : | 1758.0 | TACH TIME : | 938.2 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 42.0 |
| A/C TOTAL TIME : | 3957.1 | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 7117.3 | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 1758.0 | | | | | | | | | | | | | |
| TACH TIME : | 938.2 | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 42.0 | | | | | | | | | | | | | |

N712ER



Tach Time: 938.2
Total Time: 3957.1

Complied with Garmin GTX 330 transponder mod 2 SB 0714 Rev. B, found SB mod 2 previously complied with.

Removed altimeter p/n 5934 PD-3 s/n 441240, installed p/n 5934PD-3-A134 s/n 441197. New calibration date November 05, 2014. Performed operational check, no defects noted

Performed operational check and systems correlation using IFR ATC 601, s/n 1340, CAL DATE June 2013 and AISS 392D pitot/static tester Cal date: 05/13.

In accordance with the requirements outlined in FAR 43 Appendix E (a), (c) altitude encoder correlation and the static system has been inspected and is approved for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
WO # RMS 201207949 Date: 12/06/12

Signed: [REDACTED] Repair Station N3XR816N.

Jacques DittPhillips
N3XR816N

This aircraft has been updated with NavData
 Cycle: 1213 Which Expires: 01/10/13
 AC TT: 3964.8 Tach Time: 945.9
 WO#: 2012 [REDACTED]
 Signature: [REDACTED] N3XR816N
 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|-------------|-------------------------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|-------------------------------------|--|



N712ER

TACH: 248.7
ACTT: 3967.6

Removed and replaced the manifold / fuel pressure gauge p/n: 6331 s/n: 187102, and installed repaired p/n: 6331 s/n: 189278 repaired under w/o number 14811. Reference 77-10-00 for removal and installation of the gauge. Performed operational check operational check good at this time.

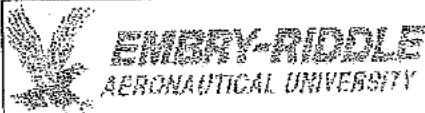
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: **WO# RMS 2012 08122** Date: **12/16/2012**

Signed: [Redacted] N3XR816N
Mike Fisher

**MIKE FISHER
CRS N3XR816N**

This aircraft has been updated with NavData
Cycle: 1301 Which Expires: 02/07/13
AC TT: 3993.9 Tach Time: 975.0
WO#: 2013 00102 Dated 01/08/13

712 Signature: [Redacted] N3XR816N
FAA Repair Station N3XR816N



N712ER

Total Time: 3993.9
Tach Time: 975.0



Removed rudder and replaced skin (p/n 63396-802). Performed static balance check of rudder, checked within limits. Reinstalled rudder on aircraft. All work accomplished in accordance with PA28R MM Sections 55-00-00 and 55-40-00.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2013 00140** Date: **10 JAN 2013**

Signed: [Redacted] Repair Station N3XR816N.

| | |
|-----------------|---------|
| Victor Oliveras | ERAU 34 |
| N3XR816N | 2501 |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | | <div style="border: 1px solid black; padding: 5px;">  <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>EMERY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this AIRFRAME-PART (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4008.3</u></p> <p>Complied with: <u>ANNUAL</u> Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2013). Complied with: S. B. 636 (Ignition switch). Replaced LT tire w/ shop build-up assembly, upper bushing of stab trim jack screw barrel, LT&RT brake pads, and LMG down lock spring bracket. Adjusted aileron cable tension. Cleaned, insp, and repacked nose wheel bearings. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 00294</u> Date: <u>16 JAN 2013</u></p> <p>Signed: _____ Repair Station N3XR816N.</p> </div> <div style="width: 35%; border: 1px solid black; padding: 2px;"> <p>Steve Johnson - ERAU 9 N3XR816N 7691</p> </div> </div> </div> |
| | | <div style="border: 1px solid black; padding: 5px;">  <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>EMERY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA23R N712ER</p> <p>Time in Service : <u>4054.1</u></p> <p>Complied with EMERY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation. Replaced o-ring in RT brake caliper and bled RT brake system. Lubed control yoke shafts.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 00767</u> Date: <u>05 FEB 2013</u></p> <p>Signed: _____ Repair Station N3XR816N.</p> </div> <div style="width: 35%; border: 1px solid black; padding: 2px;"> <p>Steve Johnson - ERAU 9 N3XR816N 7691</p> </div> </div> </div> |

This aircraft has been updated with NavData
 Cycle: 1302 Which Expires: 03/07/13
 AC TT: 4060.7 Tach Time: 1041.5
 WO#: 2013 00835 Dated 02/06/13

Signature: _____
 712 FAA Repair Station: N3XR816N


NEW AND SERVICEABLE PARTS TAGS


AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------------|--|------------------|--------|------------------|--------|------------------|--------|-------------|--------|-------------------|----|-------------------|-------|
| | | <div data-bbox="255 795 359 896"> </div> <div data-bbox="363 801 742 884"> <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <div data-bbox="258 884 697 987"> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 4099.9</p> </div> <div data-bbox="981 772 1300 940"> <table border="1"> <tr><td>A/C TOTAL TIME :</td><td>4099.9</td></tr> <tr><td>ENG TOTAL TIME :</td><td>7260.1</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>1900.8</td></tr> <tr><td>TACH TIME :</td><td>1081.0</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>NA</td></tr> <tr><td>PROP TOTAL TIME :</td><td>184.8</td></tr> </table> </div> <div data-bbox="263 992 1303 1243"> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-18) & FAR 91.207 Date (08-13). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Resealed the LMG brake caliper and bled system. Repacked LMG wheel bearings. Adjusted mechanism in the copilots seat slide assembly. Replaced the left flap static wick. Replaced hardware as necessary at the cabin door attachment points. Replaced cabin step wing walk. Relamped the landing light assembly. Tightened overhead light dimmer assembly. Replaced the nose gear actuator forward clevis pin. Replaced LMG brake pads. Stop drilled small crack at the right wing inner wing walk support. Flushed oil cooler. Removed and replaced the following parts oil cooler seat hose, propeller governor control rod end, and propeller governor S/N off G34WJ, S/N on G49WJ engine run up ops check good.</p> </div> <div data-bbox="272 1227 1272 1344"> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013-01236 Date: 2/22/13 Dave Ober ERAU-18</p> </div> <div data-bbox="279 1332 1197 1400"> <p>Signature: Repair Station N3XR816N. N3XR816N 1578-</p> </div> | A/C TOTAL TIME : | 4099.9 | ENG TOTAL TIME : | 7260.1 | ENG T.S.M.O.H. : | 1900.8 | TACH TIME : | 1081.0 | PROP T.S.M.O.H. : | NA | PROP TOTAL TIME : | 184.8 |
| A/C TOTAL TIME : | 4099.9 | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 7260.1 | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 1900.8 | | | | | | | | | | | | | |
| TACH TIME : | 1081.0 | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | NA | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 184.8 | | | | | | | | | | | | | |
| | | <div data-bbox="303 1467 718 1579"> <p>This aircraft has been updated with NavData Cycle: 1303 Which Expires: 04/04/13 ACTT: 4122.7 Tach Time: 1103.8 WO#: 2013 04464</p> </div> <div data-bbox="255 1579 670 1657"> <p>Signature: FAA P 712 N3XR816N</p> </div> | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | |  <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA26R N712ER Time in Service : <u>4144.6</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 01693</u> Date: <u>14 MAR 2013</u></p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> </div> <div style="width: 35%; border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>4144.6</u> ENG TOTAL TIME : <u>7304.8</u> ENG T.S.M.O.H : <u>1945.5</u> TACH TIME : <u>1125.7</u> PROP T.S.M.O.H : <u>N/A</u> PROP TOTAL TIME : <u>229.5</u></p> </div> </div> |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N712ER
Total Time: ~~1154.7~~ 4173.6 *new*
Tach Time: 1154.7

Raised acft on jacks. Inspected nose and main gear for any obvious faults, none found. Inspected down lock swithes, up lock switches, squat switch and wiring and no faults noted. Inspected bottom side of engine mount for damage, none found. Performed landing gear ops check IAW chapter 32 of MM and ops checked satisfactory. Inspected hyd reservoir and checked good. Performed numerous retraction, extensions and free falls and ops checked satisfactory. All downlock, uplock and squat switches are in limits. Could not duplicate problem on ground. Replaced RMG tire and wheel assy with shop build. Replaced R/brake pads.


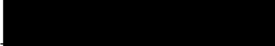
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013-01965 Date: 03/27/13

Signed: [REDACTED] ERAU-22 Repair Station N3XR816N.

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

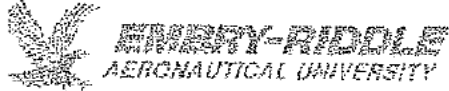
| DATE | TACH HOBB TIME |  <p>I certify that this AIRCRAFT PA28R (N3XR816N) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service: <u>4192.7</u></p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2013). Complied with: S. B. 636 (ignition switch), C/W vac pump wear check. Fabricated wire harness from cannon plug in LT and RT wheel wells and continued routing and terminated at original downlock switches. Placed protective heat shrink sleeve over cannon plug. Replaced LT&RT down limit switches. Checked rigging of switches and adjusted as necessary per PA28R Service Manual Section 32-60-00. Work performed IAW AC 43.13-1B chapter 11, and FAA AC25-16. C/W GDL90 ICA insp, AD84-26-02 by replacing ind air filter, and hyd fluid contamination check. Replaced co-pilots RT brake master cylinder, ELT placard, storm window seal, NG scissor links center bolt, wing walk, LT&RT seat covers, and LL wire terminal. Replaced nose & LT tires w/ shop build-up assemblies. Adjusted stab & stab trim cable tensions. Retorqued stab hinge bolts. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 02154 Date: 04 APR 2013</p> <p>Signed:  Repair Station N3XR816N.</p> <p align="right">Steve Johnson ERAU 8 N3XR816N 7801</p> | SER OR NG WORK |
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This aircraft has been updated with NavData
 Cycle: 1304 Which Expires: 05/02/13
 AC TT: 4192.7 Tach Time: 1173.8
 WO#: 2013 02189 Dated 04/03/13

Signature: 
 712 FAA Repair Station: N3XR816N

AIRFRAME MAINTENANCE LOG

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|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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AIRFRAME
N712ER

Tach Time : 1190.2

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>4209.1</u> |
| ENG TOTAL TIME : | <u>6114.7</u> |
| ENG T.S.M.O.H. : | <u>0.0</u> |
| TACH TIME : | <u>1190.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>294.0</u> |

Removed engine P/N: IO-360-C1C6 S/N: L-30139-51A and all related accessories and installed an overhauled engine P/N: IO-360-C1C6 S/N: L-24087-51A and related accessories. New lord mounts, hoses, hardware & oil drain valve. Replaced all SCAT hoses in engine compartment, lower exhaust heat shroud, throttle cable, induction air box & cover, and exhaust shroud air intake duct. Removed rudder. Painted rudder, checked static balance and reinstalled rudder in accordance with PA28R Maintenance Manual Section 55-40-00. Static balance checked within limits. Performed taxi operation of aircraft and performed numerous turns to check DG for precessing, no defects noted.

The engine and related accessories were changed as follows:

| ITEM | REMOVED | | | TIS/TSO/ TSR | INSTALLED | | |
|-------------|-------------|-------------|--|-----------------|-------------|-------------|-----------------|
| | PART# | SERIAL # | | | PART# | SERIAL # | TIS/TSO/ TSR |
| ENGINE | IO-360-C1C6 | L-30139-51A | | 2010.0 TSO | IO-360-C1C6 | L-24087-51A | 0.0 TSO |
| PROP | B2D34C213-B | 120217 | | 294.0 TSO | B2D34C213-B | 120217 | 294.0 TSO |
| STARTER | 149-NL | FN-0908126 | | 2551.9 TIS | 149-NL | 2009111 | 0.0 TIS |
| ALTERNATOR | ALX 8521 | C030045 | | 1758.2 TSO | ALX 8521 | C010001 | 0.0 TSO |
| OIL COOLER | 20017A | K03-2757-2 | | 2010.0 TSO | 20017A | D02-1383-5 | 0.0 TSO |
| VAC PUMP | AA3215CC | I4645-11 | | 1235.0 TIS | AA3215CC | 01KL017 | 0.0 TIS |
| MAGNETO (S) | L: 4372 | 07092037 | | 109.2 TSR | 4372 | 09020201 | 0.0 TSR |
| | R: 4370 | 12031008 | | 241.5 TIS | 4370 | 10110094 | 0.0 TSR |
| INJECTOR | 2524450-9 | 35947 | | 2010.0 TSO | 2524450-9 | 70AA4009 | 0.0 TSO |
| FUEL PUMP | LW-15473 | 2109 | | 2010.0 TSO | LW-15473 | 2910 | 0.0 TIS |
| DISTRIBUTOR | 78805 | 0256411 | | 2010.0 TSO | 78805 | ADY9012 | 0.0 TIS |
| GOVERNOR | E-2-7A | G49WJ | | 109.2 TSO | E-2-7A | G49WJ | 109.2 TSO |

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 02360 Date: 18 APR 2013

Signed: [REDACTED] Repair Station N3XR816N.

| | |
|---------------|--------|
| Steve Johnson | ERAU g |
| N3XR816N | 7691 |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|---------|----------------------|---|
| 4-27-13 | Tach 1214.6 | Removed DC-mod no RCAF11A SN 91E0233G, Installed overhaul DC-mod no 4000B-26 SN T2472Q. Taxied acct DC ops checked satisfactory [Redacted] ERU-22 WO # 2013-02714 CRS N3XR816N |



**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

AIRFRAME-PA28R
N712ER
Time in Service : 4236.7



| | |
|-------------------|--------|
| A/C TOTAL TIME : | 4236.7 |
| ENG TOTAL TIME : | 6142.3 |
| ENG T.S.M.O.H. : | 27.6 |
| TACH TIME : | 1217.8 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 321.6 |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO #RMS 2013-02748

Date: 4/29/13

Signed: [Redacted]


Repair Station N3XR816N


Ralph Wixon ERAU 30
N3XR816N 9130


This aircraft has been updated with NavData
Cycle: 1305 Which Expires: 05/30/13
AC TT: 4243 Tach Time: 1224.6
WO#: 2013 02800 Dated 05/01/13

Signature: [Redacted]
712 FAA Repair Station: N3XR816N

AIRFRAME MAINTENANCE LOG

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|------|--|
| DATE | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>4287.0</u> ENG TOTAL TIME : <u>6192.6</u> ENG T.S.M.O.H. : <u>77.2</u> TACH TIME : <u>1268.1</u> PROP T.S.M.O.H. : <u>NA</u> PROP TOTAL TIME : <u>371.9</u></p> </div> <div style="text-align: right;"> <p>NUMBER OR FORMING WORK</p> </div> </div> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.</p> <p style="text-align: center; font-size: 2em; opacity: 0.5;">PIPER</p> <p>Time in Service : <u>4287.0</u></p> <p>Complied with: ANNUAL Inspection.</p> <p>Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-18) & FAR 91.207 Date (08-13). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed vacuum pump wear check. Tightened alternate air cable. Replaced missing hardware at the oil cooler attach points. Safetied throttle cable. Repacked nose gear bearings. Replaced bolt in nose gear IAW SB 1156. Replaced central air filter. Treated corrosion on the left rear elevator section. Adjusted LMG downlock switch. Replaced middle bolt in the LMG side brace assembly. Replaced LMG and RMG brake pads. Installed new cabin door stop. Replaced both the left and right wing tie down rings.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013-03179</u> Date: <u>5/22/13</u></p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto;"> <p>Ralph Wixon ERAW 3001 N3XR816N 0130</p> </div> |
|------|--|

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| | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <div style="text-align: right;"> <p>NUMBER OR FORMING WORK</p> </div> </div> <p>N712ER</p> <p>Total Time: 4294.9 Tach Time: 1276.0</p> <p>Removed attitude indicator P/N RCA22-15 S/N 22F0500G and installed overhauled attitude indicator P/N RCA22-15 S/N 21E0214. performed operations check, attitude indicator erected normal and stabilized normal, ops check good. All work accomplished IAW Piper PA28R AMM CH 34-20-00. Removed boost pump p/n 461-758 s/n 115972 and installed new boost pump p/n 461-758 s/n 152737. Secured fuel lines to pump. Performed operational check of fuel boost pump and found to be good. No leaks noted. Aircraft is ok for return to service at this time.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulation of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 903247</u> Date: <u>05/26/13</u></p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto;"> <p>Matthew Demick ERAW 40 N3XR816N 0756</p> </div> | <p style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 0.8em;">This aircraft has been updated with NavData Cycle: 1306 Which Expires: 06/27/13 ACTT: 1306 Tach Time: 1282.4 WO# 2013 03303 Dated 05/29/13</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 0.8em;">Signature: [Redacted] FAA Repair Station: N3XR816N 712</p> |
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| | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>A/C TOTAL TIME : <u>4334.6</u> ENG TOTAL TIME : <u>6240.2</u> ENG T.S.M.O.H. : <u>125.5</u> TACH TIME : <u>1315.7</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>412.5</u></p> </div> </div> <p>AIRFRAME-PA28R N712ER</p> <p>Time in Service : <u>4334.6</u></p> <p style="text-align: center; font-size: 2em; opacity: 0.5;">PIPER</p> <p>Complied with EMBRY-RIDDLE'S, <u>50 HOUR INSPECTION CHECK LIST</u>.</p> <p>Inspected and serviced/as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 03569</u> Date: <u>12 Jun 2013</u></p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> | |
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NEW AND SERVICEABLE PARTS TAGS



AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. |
|--|----------------------|--------------------------------|
| ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | |


| | | | | | | | | | | | | | |
|--|---|------------------|--------|------------------|--------|------------------|-------|-------------|--------|-------------------|-----|-------------------|-------|
|  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> | <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td align="right">4382.5</td></tr> <tr><td>ENG TOTAL TIME :</td><td align="right">6288.1</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td align="right">173.4</td></tr> <tr><td>TACH TIME :</td><td align="right">1363.6</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td align="right">N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td align="right">467.4</td></tr> </table> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4382.5</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter, left and right main wheel assemblies with build ups from shop and repacked wheel bearings, new clamp on right main gear center torque link, right brake linings with new, right main gear center torque link bolt and right aileron outboard hinge. Removed the right main down lock bolt, cleaned and lubricated and re-installed and safetied. Re-secured the right main gear upper and lower torque link bolts. Re-secured the nose gear upper and lower torque link bolts. Removed the left main gear down lock bolt, cleaned and lubricated and re-installed and safetied. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2013). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 03841</u> Date: <u>27 Jun 2013</u></p> <p>Signed:  <i>DR</i></p> | A/C TOTAL TIME : | 4382.5 | ENG TOTAL TIME : | 6288.1 | ENG T.S.M.O.H. : | 173.4 | TACH TIME : | 1363.6 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 467.4 |
| A/C TOTAL TIME : | 4382.5 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 6288.1 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 173.4 | | | | | | | | | | | | |
| TACH TIME : | 1363.6 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | |
| PROP TOTAL TIME : | 467.4 | | | | | | | | | | | | |

Jim Ford

| | | | | | | | | | | | | | |
|--|---|------------------|--------|------------------|--------|------------------|-------|-------------|--------|-------------------|-----|-------------------|-------|
|  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> | <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td align="right">4430.5</td></tr> <tr><td>ENG TOTAL TIME :</td><td align="right">6336.1</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td align="right">221.4</td></tr> <tr><td>TACH TIME :</td><td align="right">1411.6</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td align="right">N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td align="right">515.4</td></tr> </table> <p>AIRFRAME-PA28R N712ER Time in Service : <u>4430.5</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LMG brake pads.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 04156</u> Date: <u>07/17/13</u></p> <p>Signed:  Repair Station N3XR816N.</p> | A/C TOTAL TIME : | 4430.5 | ENG TOTAL TIME : | 6336.1 | ENG T.S.M.O.H. : | 221.4 | TACH TIME : | 1411.6 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 515.4 |
| A/C TOTAL TIME : | 4430.5 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 6336.1 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 221.4 | | | | | | | | | | | | |
| TACH TIME : | 1411.6 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | |
| PROP TOTAL TIME : | 515.4 | | | | | | | | | | | | |

| | |
|-------------|---------|
| Al Zaccaria | ERAU 38 |
| N3XR816N | 8755 |



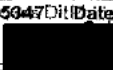

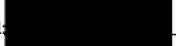
AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | | | |
|---|---|---|---|---|------------------|------------------|------------------|---------------|------------------|-------------------|-------------|-------------------|-------------------|------------|-------------------|--------------|
| | | <p>This aircraft has been updated with NavData Cycle: 1308 Which Expires: 08/22/13 AC TT: <u>4444.7</u> Tach Time: <u>1425.8</u> WO#: 2013-04259 Date: 07/24/13</p> <p>Signature: [Redacted] ERAU 25 FAA Repair Station: 3XR816N 8434</p> | | | | | | | | | | | | | | |
| | 712 | <div style="border: 1px solid black; padding: 5px;">  <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"> <p>I certify that this AIRCRAFT: PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4474.7</u></p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-2018). Complied with: FAR 91.207, next due at Date (08-2014) and S. B. 636 (Ignition switch). Re-secured the nose gear axle nut and bolt and the center nose gear torque link bolt and nut. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 04544</u> Date: <u>08 Aug 2013</u></p> <p>Signed: [Redacted] RA</p> </td> <td style="width: 40%; border: 1px solid black; padding: 5px;"> <table style="width: 100%; border: none;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4474.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6380.3</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>265.6</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1455.8</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>559.6</u></td></tr> </table> </td> </tr> </table> </div> | <p>I certify that this AIRCRAFT: PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4474.7</u></p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-2018). Complied with: FAR 91.207, next due at Date (08-2014) and S. B. 636 (Ignition switch). Re-secured the nose gear axle nut and bolt and the center nose gear torque link bolt and nut. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 04544</u> Date: <u>08 Aug 2013</u></p> <p>Signed: [Redacted] RA</p> | <table style="width: 100%; border: none;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4474.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6380.3</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>265.6</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1455.8</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>559.6</u></td></tr> </table> | A/C TOTAL TIME : | <u>4474.7</u> | ENG TOTAL TIME : | <u>6380.3</u> | ENG T.S.M.O.H. : | <u>265.6</u> | TACH TIME : | <u>1455.8</u> | PROP T.S.M.O.H. : | <u>N/A</u> | PROP TOTAL TIME : | <u>559.6</u> |
| <p>I certify that this AIRCRAFT: PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4474.7</u></p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-2018). Complied with: FAR 91.207, next due at Date (08-2014) and S. B. 636 (Ignition switch). Re-secured the nose gear axle nut and bolt and the center nose gear torque link bolt and nut. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2013 04544</u> Date: <u>08 Aug 2013</u></p> <p>Signed: [Redacted] RA</p> | <table style="width: 100%; border: none;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4474.7</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6380.3</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>265.6</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1455.8</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>559.6</u></td></tr> </table> | A/C TOTAL TIME : | <u>4474.7</u> | ENG TOTAL TIME : | <u>6380.3</u> | ENG T.S.M.O.H. : | <u>265.6</u> | TACH TIME : | <u>1455.8</u> | PROP T.S.M.O.H. : | <u>N/A</u> | PROP TOTAL TIME : | <u>559.6</u> | | | |
| A/C TOTAL TIME : | <u>4474.7</u> | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>6380.3</u> | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>265.6</u> | | | | | | | | | | | | | | | |
| TACH TIME : | <u>1455.8</u> | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>559.6</u> | | | | | | | | | | | | | | | |
| | | <p>This aircraft has been updated with NavData Cycle: 1309 Which Expires: 09/19/13 AC TT: <u>4487.3</u> Tach Time: <u>1408.3</u> WO#: 2013-04758 Date: 08/21/13</p> <p>Signature: [Redacted] ERAU 25 FAA-Rep: [Redacted] 3XR816N</p> | | | | | | | | | | | | | | |
| | 712 | | | | | | | | | | | | | | | |

NEW AND SERVICEABLE PARTS TAGS


AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|------------|-------------------|--------------|
| | | ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER Time in Service : <u>4515.0</u></p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & callipers. Inspected interior & exterior for general condition. Removed and replace right main gear brake pads with new. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 05034 Date: <u>09/05/13</u></p> <p>Signed:  Repair Station N3XR816N.</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4515.0</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6420.6</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>305.9</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1496.1</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>599.2</u></td></tr> </table> </div> </div> | A/C TOTAL TIME : | <u>4515.0</u> | ENG TOTAL TIME : | <u>6420.6</u> | ENG T.S.M.O.H. : | <u>305.9</u> | TACH TIME : | <u>1496.1</u> | PROP T.S.M.O.H. : | <u>N/A</u> | PROP TOTAL TIME : | <u>599.2</u> |
| A/C TOTAL TIME : | <u>4515.0</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>6420.6</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>305.9</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>1496.1</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>599.2</u> | | | | | | | | | | | | | |
| | | <p>This aircraft has been updated with NavData Cycle: 1310 Which Expires: 10/17/13 AC TT: <u>4530.3</u> Tach Time: <u>1518.4</u> WO#: 2013-05047 Date: 09/19/13 Signature:  8434 FAA Repair Station: N3XR816N</p> | | | | | | | | | | | | |
| 712 | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4566.2</u></p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. BLT & battery (04-2018) & FAR 91.207 Date (08-2014). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced heater intake hose. Removed nose wheel / tire assembly and replaced with a serviceable shop built up assembly. Completed hydraulic fluid contamination check. Replaced CO detector card. Removed right main gear wheel / tire assembly and replaced with a serviceable shop built up assembly. Treated corrosion on the lower right portion of the engine mount. Adjusted squat switch. Replaced copilots yoke universal assembly.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 05832 Date: <u>09 OCT 2013</u></p> <p>Signed:  Repair Station N3XR816N.</p> </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4566.2</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6471.8</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>357.1</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1547.3</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>N/A</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>651.1</u></td></tr> </table> </div> </div> | A/C TOTAL TIME : | <u>4566.2</u> | ENG TOTAL TIME : | <u>6471.8</u> | ENG T.S.M.O.H. : | <u>357.1</u> | TACH TIME : | <u>1547.3</u> | PROP T.S.M.O.H. : | <u>N/A</u> | PROP TOTAL TIME : | <u>651.1</u> |
| A/C TOTAL TIME : | <u>4566.2</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>6471.8</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>357.1</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>1547.3</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>N/A</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>651.1</u> | | | | | | | | | | | | | |
| | | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">Ralph Wixon</td> <td style="border: 1px solid black; padding: 2px;">ERAU 30</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">N3XR816N</td> <td style="border: 1px solid black; padding: 2px;">9130</td> </tr> </table> | Ralph Wixon | ERAU 30 | N3XR816N | 9130 | | | | | | | | |
| Ralph Wixon | ERAU 30 | | | | | | | | | | | | | |
| N3XR816N | 9130 | | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|




EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY


N712ER

Total Time: 4592.1
Tach Time: 1573.2

Placed aircraft on jacks. Replaced outbd 90 degree line on hydraulic power pack (p/n 83744-139). Performed numerous gear retraction and extensions, no leaks noted. Serviced reservoir as needed. Removed aircraft from jacks. All work accomplished in accordance with PA28R Maintenance Manual Section 29-10-00.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 06160 Date: 22 OCT 2013

Signed:  8441 Repair Station N3XR816N.




EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY


N712ER

ACTT: 4606.2
TACH: 1587.3

Removed battery P/N: RG35AXC S/N: 40265392 with a total time of: 2174.7 hrs. Installed a new battery P/N: RG35-AXC S/N: 40611107. Performed an engine run-up and checked the alternator system. No defects noted. Aircraft returned to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # 2013 06295 Date: 28 Oct. 2013

Signed:  Certified Repair Station N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

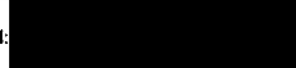
AIRFRAME-PA28R
N712ER

Time in Service : 4612.5

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 4612.5 |
| ENG TOTAL TIME : | 6518.1 |
| ENG T.S.M.O.H. : | 403.4 |
| TACH TIME : | 1593.6 |
| PROP T.S.M.O.H. : | N/A |
| PROP TOTAL TIME : | 697.4 |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 06356
Date: 10/30/13

Signed:  Repair Station N3XR816N.

NEW

BLE


| | |
|---------------|--------|
| Steve Johnson | ERAU 9 |
| N3XR816N | 7691 |

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1812 Which Expires: 12/12/13
 ACTT: 4638 Tach Time: 1619.1
 WO#: 2013 06674 / Dated 11/13/13
 Signature: [Redacted]
 712 FAA Repair Station: N3XR816N



**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

I certify that this AIRCRAFT PA2BR (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service: 4656.1

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2014). Complied with: S. B. 636 (Ignition switch). Replaced storm window seal, quadrant cover, mag compass light assy, and RT inbd aft aileron cable pulley. Flushed oil cooler. Removed prop and desludged prop and crankshaft, re-installed prop, torqued, and safetied bolts. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013 06849 Date: 21 NOV 2013

Signed: [Redacted] Repair Station N3XR816N. Steve Johnson ERAU 9
 N3XR816N 7691

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 4656.1 |
| ENG TOTAL TIME : | 6561.7 |
| ENG T.S.M.O.H. : | 447.0 |
| TACH TIME : | 1637.2 |
| PROP T.S.M.O.H. : | N/A |
| PROP TOTAL TIME : | 741.0 |

C/W AD 84-26-02 by replacing ind. air filter during above annual insp 11-21-13, TTI: 4656.1.

Steve Johnson ERAU 9
 N3XR816N 7691


AIRFRAME MAINTENANCE LOG



| DATE | TACH OR HOBBS TIME : | | |
|------|----------------------|---|----------|
| | | <div style="border: 1px solid black; padding: 5px;"> EMBRY-RIDDLE AERONAUTICAL UNIVERSITY <hr/> AIRFRAME-PA28R N712ER Time in Service : <u>4794.9</u> <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> A/C TOTAL TIME : <u>4794.9</u> ENG TOTAL TIME : <u>6700.5</u> ENG T.S.M.O.H : <u>585.8</u> TACH TIME : <u>1776.0</u> PROP T.S.M.O.H : <u>N/A</u> PROP TOTAL TIME : <u>879.8</u> </div> </div> | R DRK |
| | | <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014 00845</u> Date: <u>18 FEB 2014</u></p> <p>Signed: _____ Repair Station N3XR816N</p> <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> Ralph Wixon ERAU 30 N3XR816N 8130 </div> | |
| | | <div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">N712ER</p> EMBRY-RIDDLE AERONAUTICAL UNIVERSITY <hr/> Tach Time: 1776.0 Total time: 4794.9 Disabled and stowed wire to gear horn from GPWS module, flap and throttle position warning detection. No other systems affected. Performed gear retractions and testing LAW GWS manual p/n M-1 Rev: F, and PA 28R MM sect: 32-10-00 & 32-60-00. No defects noted. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014 00838</u> Date: <u>02/28/2014</u> Signed: _____ Station N3XR816N <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> Jacques DR Philippe ERAU 251 N3XR816N 8434 </div> </div> | |
| | | <p>This aircraft has been updated with NavData Cycle: 1403 Which Expires: 04/03/14 AC TT: <u>4815.6</u> Tach Time: <u>1796.7</u> WO#: 2014 01127 Dated 2/28/14</p> <p>712 Signature: _____ FAA Repair Station: N3XR816N</p> | |
| | | <div style="border: 1px solid black; padding: 5px;"> EMBRY-RIDDLE AERONAUTICAL UNIVERSITY <hr/> I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4846.3</u> <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> A/C TOTAL TIME : <u>4846.3</u> ENG TOTAL TIME : <u>6751.9</u> ENG T.S.M.O.H : <u>637.2</u> TACH TIME : <u>1827.4</u> PROP T.S.M.O.H : <u>N/A</u> PROP TOTAL TIME : <u>931.2</u> </div> </div> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (1-18) & FAR 91.207 Date (8-14). Complied with: S. B. 636 (ignition switch). Cleaned, insp, and repacked nose wheel bearings. Adjusted gear warning volume. Replaced LMG side brace mid bolt, engine snaffle valve, LMG scissor link mid bolt, and alternator inop switch (587-863, s/n off: 80980503, s/n on: 80375914). Replaced alternator with serviceable alternator; ALX8521, s/n off: C010001, s/n on: B031981. Serviceable alternator installed TIS: 13.5hrs. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014-01332</u> Date: <u>18 MAR 2014</u></p> <p>Signed: _____ Repair Station N3XR816N</p> <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> Steve Johnson ERAU 19 N3XR816N 8007 </div> | |

NEW

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|
| | |  N712ER TACH: 1846.4 ACTT: 4865.3 Removed attitude indicator P/N RCA22-15 S/N: 21E0214 and installed overhauled attitude indicator P/N RCA22-15 S/N: 21J0552G, performed operations check, attitude indicator erected normal and stabilized normal, ops check good. All work accomplished IAW Piper PA28R AMM CH 34-20-00. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2014 01507 Date: 03/27/2014 Signed: _____ N3XR816N SCOTT PARKER CRS N3XR816N |

| | | |
|--|---|---|
|  AIRFRAME-PA28R N712ER Time in Service : 4889.3 |  | A/C TOTAL TIME : 4889.3 ENG TOTAL TIME : 6794.9 ENG T.S.M.O.H : 680.2 TACH TIME : 1870.4 PROP T.S.M.O.H : NA PROP TOTAL TIME : 274.2 |
| Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LMG brake pads. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-01642 Date: 4/2/14 Signed: _____ Repair Station N3XR816N. <div style="float: right; border: 1px solid black; padding: 2px;"> Ralph Wixon ERAU 30 N3XR816N 9130 </div> | | |


This aircraft has been updated with NavData
 Cycle: 1404 Which Expires: 05/01/14
 ACTT: 4890.1 Tach Time: 1871.2
 WO#: 2014 01621 Dated 4/2/14
 Signature: _____
 712 FAA Repair Station: N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1313 Which Expires: 01/09/14
 ACTT: 4685.5 Tach Time: 1666.6
 WO#: 2013 07263 Dated 12/11/13

Signature: [Redacted]
 712 FAA Repair Station: N3XR816N



PIPER

**AIRFRAME-PA28R
N712ER**

Time in Service : 4703.1


| | |
|-------------------|--------|
| A/C TOTAL TIME : | 4703.1 |
| ENG TOTAL TIME : | 6608.7 |
| ENG T.S.M.O.H : | 494.0 |
| TACH TIME : | 1684.2 |
| PROP T.S.M.O.H : | NA |
| PROP TOTAL TIME : | 788.0 |

Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.
 Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. HLT for operation. Relamped landing light with new GE4509 bulb. Replaced LMG brake pads.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2013-07414
 Date: 12/18/13

Signed: [Redacted] Repair Station N3XR816N

Ralph Wixon ERAU 30
 N3XR816N 9130



N712ER

Tach Time : 1690.9
 Aircraft Total Time : 4709.8

Troubleshoot gear problem and found a faulty and intermittent right main gear downlock switch. Removed and replaced RMG downlock switch with a new P/N: 36742-014 switch. Adjusted rigging and performed a complete gear cycle with no defects noted. Serviced hydraulic reservoir with 5606 hydraulic fluid. Aircraft returned to service.

Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
 WO # RMS 2014-00022 / 6 Date: 1/3/14

Signed: [Redacted] Ken Wixon - Insp. # 30
 Repair Station N3XR816N.




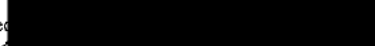
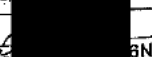
This aircraft has been updated with NavData
 Cycle: 1401 Which Expires: 02/06/14
 ACTT: 4719.4 Tach Time: 1700.5
 WO#: 2014 00099 Dated 1/18/14
 ERAU 25

Signature: [Redacted]
 712 FAA Repair Station: N3XR816N




NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH HOBS TIME : |  <p>I certify that this AIRCRAFT-PA26R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 4753.2</p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-14). Complied with: S. B. 636 (Ignition switch) and SB1156 (NG retract link bolt/bushings) by replacing bushings & bolt. Performed retraction test and emergency gear extension. Tightened forward alternator bolt. Replaced all fuel and oil hoses. Replaced both forward cowling attach bushings, central vac filter, RT flap static wick, NG actuator fwd clevis bolt, RT brake pads, RT gear actuator, disposable CO detector, LT aileron push/pull aft rod end bearing, LT&RT brake caliper o-rings, and LT tire w/ shop build-up assembly. Bled LT&RT brake systems. Adjusted squat switch. Tightened NG axle nut and secured. .</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-00361 Date: 23 JAN 2014</p> <p>Signed:  Repair Station N3XR816N. Steve Johnson ERAU 9 N3XR816N 7691</p> | REPAIR OR PIG WORK |
|------|------------------------|---|-----------------------|
| | |  <p>N712ER</p> <p>Tach Time: 1734.3 Total time: 4753.2 Complied with Garmin SB 714 Rev. B GTX 330 mod. 2, found service bulletin previously complied with Removed transponder: Garmin GTX 330 P/N 011-00455-00 S/N 84128176, and installed P/N-011-00455-00 S/N 84127001, Repaired unit by Garmin under W/O 34685135. Performed operational check using IFR ATC 6000 s/n 5257, CAL DATE May 2014 and AISS 392D s/n 393-000/80 Pitot/static tester Cal date: May 2014, in compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In compliance with FAR 91.411 and, 91.413, and in accordance with FAR 43 appendix E (c), and F (a - j), I certify that the Transponder and installation make: GARMIN, Model GTX 330, s/n: 84107001 meet all the requirements. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under WO # RMS201400361 Date: 01/23/2014</p> <p>Signed:  Repair Station N3XR816N. Philippe ERAU 25 N3XR816N 8434</p> | |
| | | <p>This aircraft has been updated with NavData Cycle: 1402 Which Expires: 03/26/14 AC FT: 4768 Tach Time: 1734.3 WO#: 2014-00620 Dated 2/8/14 4:34</p> <p>Signature:  712 FAA Repair Station: N3XR816N</p> | |


AIRFRAME MAINTENANCE LOG



| DATE | TACH OR HOBBS TIME : | | |
|------|----------------------|---|--|
| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | A/C TOTAL TIME : <u>4794.9</u> ENG TOTAL TIME : <u>6700.5</u> ENG T.S.M.O.H. : <u>585.8</u> TACH TIME : <u>1776.0</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>879.8</u> |
| | | AIRFRAME-PA28R N712ER Time in Service : <u>4794.9</u> |  |
| | | Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. EIT for operation. | |
| | | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014 00845 Date: 18 FEB 2014 | |
| | | Signed: _____ Repair Station N3XR816N. | Ralph Wixon ERAU 30 N3XR816N 9130 |
| | | N712ER Tach Time: 1776.0 Total time: 4794.9 Disabled and stowed wire to gear horn from GPWS module, flap and throttle position warning detection. No other systems affected. Performed gear retractions and testing IAW GWS manual p/n M-1 Rev: F, and PA 28R MM sect: 32-10-00 & 32-60-00. No defects noted. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014 00838 Date: 02/28/2014 | Jacques DR Philippe ERAU 25 N3XR816N 8434 |
| | | This aircraft has been updated with NavData Cycle: 1403 Which Expires: 04/03/14 AC TT: <u>4815.6</u> Tach Time: <u>1796.7</u> WO#: 2014 01127 Dated 3/6/14 Signature: _____ FAA Repair station: N3XR816N | |
| | |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | A/C TOTAL TIME : <u>4846.3</u> ENG TOTAL TIME : <u>6751.9</u> ENG T.S.M.O.H. : <u>637.2</u> TACH TIME : <u>1827.4</u> PROP T.S.M.O.H. : <u>N/A</u> PROP TOTAL TIME : <u>931.2</u> |
| | | I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service: <u>4846.3</u> | |
| | | Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. EIT & battery (1-18) & FAR 91.207 Date (8-14). Complied with: S. B. 636 (ignition switch). Cleaned, insp, and repacked nose wheel bearings. Adjusted gear warning volume. Replaced LMG side brace mid bolt, engine sniffe valve, LMG scissor link mid bolt, and alternator inop switch (587-363, s/n off: 80980503, s/n on: 80375914). Replaced alternator with serviceable alternator; ALX8521, s/n off: C010001, s/n on: B031981. Serviceable alternator installed TIS: 13.5hrs. Performed retraction test and emergency gear extension. | |
| | | The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-01332 Date: 18 MAR 2014 | |
| | | Signed: _____ Repair Station N3XR816N. | Steve Johnson ERAU 10 N3XR816N |

NEW

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS


| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|--|
| | |  N712ER TACH: 1846.4 ACTT: 4865.3 Removed attitude indicator P/N RCA22-15 S/N: 21E0214 and installed overhauled attitude indicator P/N RCA22-15 S/N: 21J0552G, performed operations check, attitude indicator erected normal and stabilized normal, ops check good. All work accomplished IAW Piper PA28R AMM CH 34-20-00. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2014 01507 Date: 03/27/2014 Signed: [Redacted] N3XR816N SCOTT PARKER CRS N3XR816N |

| | |
|---|---|
|  AIRFRAME-PA28R N712ER Time in Service : 4889.3  | A/C TOTAL TIME : 4889.3 ENG TOTAL TIME : 6794.9 ENG T.S.M.O.H : 680.2 TACH TIME : 1870.4 PROP T.S.M.O.H : NA PROP TOTAL TIME : 974.2 |
| Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LMG brake pads. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-01642 Date: 4/2/14 Signed: [Redacted] Repair Station N3XR816N. | |
| Ralph Wixon ERAU 30 N3XR816N 9130 | |

This aircraft has been updated with NavData
 Cycle: 1404 Which Expires: 05/01/14
 ACTT: 1870.1 Tach Time: 1871.2
 WO#: 2014 01621 Dated 4/2/14
 Signature: [Redacted]
 712 FAA Repair Station: N3XR816N

AIRFRAME MAINTENANCE LOG

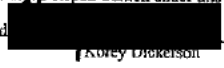
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|





N712ER
 Total Time: 4916.1
 Tach Time: 1897.2

Removed and replaced the LMG actuator P/N: 455-994(SFA232-5,558-010) S/N off 4384 and installed a new actuator P/N: 455-994(SFA232-5,558-010) S/N on 5014(pre-serviced the actuator with MIL-H-5606 hydraulic fluid). Performed 8-10 landing gear cycles and bled the system of any air. Serviced the power pack with MIL-H-5606 fluid and secured the dipstick. Performed an operational check of the retraction system and no further leaks or defects noted. Operational check good. All work done I.A.W. the Piper Maintenance Manual Chapter 32-30-00, paragraphs 3A and B and 4 Gear Functional check. Aircraft ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014 01873 Date: 04/13/14

Signed:  Repair Station N3XR816N. **Corey Dickerson ERAU 45 N3XR816N 1819**



| | | | | | | | | | | | | | |
|---|--|------------------|---------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|-----------|-------------------|---------------|
| <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>4937.2</u></p> <p>Complied with: <u>ANNUAL</u> inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-14). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed hydraulic fluid contamination check. Repacked RMG wheel bearings. Completed GDL-90 ICA inspection with no defects noted. Removed LMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced left and right main gear brake pads. Replaced CO detector card. Replaced bolt at the right flap aft rod end.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-02021 Date: 4/23/14</p> <p>Signed:  Repair Station N3XR816N. Ralph Wixon ERAU 30 N3XR816N 9130</p> | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>4937.2</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>6842.8</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>728.1</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>1918.3</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>NA</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>1022.1</u></td></tr> </table> | A/C TOTAL TIME : | <u>4937.2</u> | ENG TOTAL TIME : | <u>6842.8</u> | ENG T.S.M.O.H. : | <u>728.1</u> | TACH TIME : | <u>1918.3</u> | PROP T.S.M.O.H. : | <u>NA</u> | PROP TOTAL TIME : | <u>1022.1</u> |
| A/C TOTAL TIME : | <u>4937.2</u> | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>6842.8</u> | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>728.1</u> | | | | | | | | | | | | |
| TACH TIME : | <u>1918.3</u> | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>NA</u> | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1022.1</u> | | | | | | | | | | | | |


This aircraft has been updated with NavData
 Cycle: 1405 Which Expires: 05/29/14
 AC TT: 4953.4 Tach Time: 1934.5
 WO#: 2014 02163 Date: 5/1/14


Signature: 
 FAA Repair Station: N3XR816N


NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG


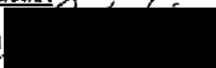
NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|--|---|
| DATE |  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N712ER</p> <p>Time in Service : 4980.6</p> <p style="font-size: 2em; opacity: 0.5; text-align: center;">PIPER</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>A/C TOTAL TIME : 4980.6 ENG TOTAL TIME : 6886.2 ENG T.S.M.O.H : 771.5 TACH TIME : 1961.7 PROP T.S.M.O.H : NA PROP TOTAL TIME : 1065.5</p> </div> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.</p> <p>Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced alternate air cable. Replaced left aileron inboard static wick. Removed RMG wheel / tire assembly and replaced with a serviceable shop built up assembly.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014-02390</u> Date: 5/14/14</p> <p>Signed: [REDACTED] Repair Station N3XR816N. Ralph Wixon ERAU 30 N3XR816N 9130</p> | <p>ARMED.</p> <p>STATION NUMBER OR PERSON PERFORMING WORK</p> |
|------|--|---|


| | | |
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| |  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this AIRCRAFT-PA28R (N712ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.</p> <p>Time in Service : 5033.1</p> <p style="font-size: 2em; opacity: 0.5; text-align: center;">PIPER</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>A/C TOTAL TIME : 5033.1 ENG TOTAL TIME : 6938.7 ENG T.S.M.O.H : 824.0 TACH TIME : 2014.2 PROP T.S.M.O.H : NA PROP TOTAL TIME : 1118.0</p> </div> <p>Complied with: ANNUAL inspection.</p> <p>Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-14). Complied with: S. B. 636 (ignition switch). Performed retraction test and emergency gear extension. Vacuum pump wear check completed. Removed nose gear wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced LMG brake pads. Replaced nose gear actuator forward clevis bolt. Installed new compass card. Installed new nose gear up stop bumper. Replaced left wing outer aileron hinge.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014-02704</u> Date: 5/29/14</p> <p>Signed: [REDACTED] Repair Station N3XR816N. Ralph Wixon ERAU 30 N3XR816N 9130</p> | |
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| | <p>N712ER</p>  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>Tach Time : 2062.1 Total time: 5081.6</p> <p>Removed GNS 430 #2 p/n 011-00280-10-00 s/n 97140554, installed p/n 011-00280-10-00 s/n 97109772 serviceable unit TIS 85.1.. Performed operational check, reset OBS and verified radios communications and Nav. acquisitions. No defects noted</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS201403027</u> Date: 06/16/2014</p> <p>Signed: [REDACTED] Station N3XR816N. N3XR816N 8434 Jacques D. Philippe ERAU 25</p> | |
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AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | | |
|------|----------------------|---|-----|
| | |  <div style="float: right; border: 1px solid black; padding: 2px;"> A/C TOTAL TIME : <u>5081.0</u> ENG TOTAL TIME : <u>6986.6</u> ENG T.S.M.O.H. : <u>871.9</u> TACH TIME : <u>2062.1</u> PROP T.S.M.O.H. : <u>NA</u> PROP TOTAL TIME : <u>1165.9</u> </div> <p>AIRFRAME-PA28R N712ER Time in Service : <u>5081.0</u></p> <p style="font-size: 2em; opacity: 0.5; text-align: center;">PIPER</p> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014-03031</u> Date: <u>6/16/14</u></p> <div style="display: flex; justify-content: space-between;"> Signed  Repair Station N3XR816N. <div style="border: 1px solid black; padding: 2px; text-align: center;"> Ralph Wixon ERAU 30 N3XR816N 9130 </div> </div> | DRK |


This aircraft has been updated with NavData
 Cycle: 1407 Which Expires: 07/24/14
 AC FT: 50729 Tach Time: 2074.0
 WO#: 2014 03192 Dated 8/25/14

Signature 
 712 FAA Repair Station: N3XR816N

Ormond Aircraft

| | |
|----------------|-------------|
| Date 7/15/2014 | Make Piper |
| Tach 2074.0 | Model Arrow |
| Hobbs 6383.3 | N # 106ER |



This Airframe was chemically stripped using Sea to Sky stripper SPC 909. Conversion coated using Dupont 225S acid etch, and 226S alodine. Epoxy primed with Dupont 13550S. Base coat Dupont Aviation Snow White P6293, accent stripe #1 Dupont Aviation Carter Gold Pearl 828175, accent stripe #2 Dupont Aviation Fighter Blue P6155. Checked static balance of flight controls after paint and in accordance with Piper Maintenance Manual. Installed flight controls, packed wheel bearings, swung gear three times all systems check good. Further information regarding this entry is filed at Ormond Aircraft under Embry Riddle N#106ER.
 //END//////////////////////////////////////

AP# 

 Stephen B. Searle III


NEW

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|--|---|
| N106ER Tach Time : <u>2074.0</u> Aircraft Total Time: <u>5092.9</u> Registration number changed from N712ER to N106ER. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2014-03573</u> Date: <u>7/17/14</u> | |
| Signed  | <div style="border: 1px solid black; padding: 2px;"> Ralph Wixon ERAU 30 N3XR816N 9130 </div> Ken Wixon - Insp. # 30 Repair Station N3XR816N. |

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|
| | | <div style="border: 1px solid black; padding: 10px;"> <div style="display: flex; justify-content: space-between;"> N106ER  </div> <p>Tach Time : <u>2074.0</u> Total time: <u>5092.9</u></p> <p>Removed GNS 430 p/n: 011-00280-10-00 s/n: 97109772, Installed 430 p/n: 011-00280-10 s/n: 97140554. Repaired unit by Garmin W/O 71183387 Performed operational check, reset OBS, ADSB, Com, verified radio, and NAV operations. No defects noted. All comm. and nav. ops checks good, no further defects noted. Aircraft ok for return to service. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS201403573</u> Date: <u>07/18/2014</u></p> <div style="border: 1px solid black; width: fit-content; padding: 2px; margin-left: auto;"> Jacques DitPhilippe ERAU 25 N3XR818N 8434 </div> <p>Signed: [REDACTED] , Repair Station N3XR816N.</p> </div> |
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AIRFRAME MAINTENANCE LOG


| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|---------------|------------------|---------------|-----------------|--------------|-------------|---------------|------------------|-----------|-------------------|---------------|
| | | <div style="border: 1px solid black; padding: 5px;">  <p>EMERY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>N106ER Total Time: 5092.9 Tach Time: 2074.0</p> <p>C/W Post paint shop inspection: Performed gear retraction and extension, emergency gear extension, installed required wing and fuselage exterior placards, inspected flight controls for proper installation, replaced LT&RT brake pads, bled LT&RT brake systems. Reset transponder and ADSB for new tail number. Replaced horizontal stab and rudder mounting hardware and installed in accordance with PA28R Maintenance Manual Section 55-00-00. Replaced hardware for aileron control aft rod end attachments in accordance with PA28R Maintenance Manual Section 57-50-00. Bled LT&RT brake systems.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014 03573 Date: 21 JULY 2014</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> </div> | | | | | | | | | | | | |
| | | <p>This aircraft has been updated with NavData Cycle: 1408 Which Expires: 08/21/14 AC FT: <u>5096.6</u> Tach Time: <u>2077.7</u> WO#: 2014_03685 Dated 7/23/14</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> | | | | | | | | | | | | |
| | | <div style="border: 1px solid black; padding: 5px;">  <p>EMERY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : <u>5122.3</u></p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-14). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with BLT test IAW FAR 91.207 with no defects noted. Replaced seals in the RMG strut and serviced as needed with 5606 fluid. Replaced aircraft document holder. Installed new seal on the left wing fuel cap. Tightened hardware on the overhead map light. Replaced left and right down lock springs. Completed vacuum pump wear check. Removed prop for desludging. Replaced top cowl anchor bushings. Replaced both muffler assemblies. Replaced muffler shroud. Tightened forward alternator bolt. Installed new cabin heat air inlet.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-03929 Date: 8/6/14</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 10px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>5122.3</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>7027.9</u></td></tr> <tr><td>ENG T.S.M.O.H :</td><td style="text-align: right;"><u>913.2</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>2103.4</u></td></tr> <tr><td>PROP T.S.M.O.H :</td><td style="text-align: right;"><u>NA</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>1207.2</u></td></tr> </table> </div> </div> | A/C TOTAL TIME : | <u>5122.3</u> | ENG TOTAL TIME : | <u>7027.9</u> | ENG T.S.M.O.H : | <u>913.2</u> | TACH TIME : | <u>2103.4</u> | PROP T.S.M.O.H : | <u>NA</u> | PROP TOTAL TIME : | <u>1207.2</u> |
| A/C TOTAL TIME : | <u>5122.3</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>7027.9</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H : | <u>913.2</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>2103.4</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H : | <u>NA</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1207.2</u> | | | | | | | | | | | | | |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|
| | | <p>N106ER</p> <p align="right">  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY </p> <p>Tach. Time: 2104.6 Total time: 5123.5</p> <p>Removed VSI p/n 7000 s/n 50156, and installed p/n 7000 s/n 300200. Performed operational check and altitude correlation IAW FAR 43 apdx. E (a)(c) using AISS 393 s/n 393-000180D pitot/static tester Cal date: 05/15, and Transponder tester Aeroflex 6000, Cal date: 05/2015 s/n 104005257.. No defects noted.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: RMS WO # 201404120 Date: 08/20/2014.</p> <p>Signed: [Redacted] Station N3XR816N. N3XR816N 8434</p> |

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| <p align="center">  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY </p> <p>N106ER</p> <p>ACTT: <u>5126.7</u> TACH: <u>2107.8</u></p> <p>Applied power to aircraft and performed an operational check of the pump. Pump not working. Removed the top engine cowling to gain access to fuel pump. Inspected the voltage out at pump and found battery voltage at electrical connections. Tapped on fuel pump body with a brass hammer and still no working pump. Removed fuel pump P/N: 461-758 S/N: 152737 installed P/N: 461-758 S/N: 156622. Bled the fuel system and checked for any leakage. No leaks noted. Operational check of the new fuel pump checked good. When pulling the upper cowling off the snap ring for the bottom cowling plate assembly was not installed on the bushing. Installed a new snap ring on bushing. Re-installed the upper engine cowling. No further defects noted. Aircraft returned to service.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO #2014 03121 Date: <u>20 Jun 2014</u></p> <p>Signed: [Redacted] Certified Repair Station N3XR816N</p> <p>James S. Ford (BRAU 10)</p> |
|--|

This aircraft has been updated with NavData
 Cycle: 1409 Which Expires: 09/18/14
 ACTT: 5126.7 Tach Time: 2107.8
 WO#: 2014 04150 Dated 8/21/14

Signature: [Redacted]
 FAA Repair Station: N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|----------------------|--|---------------|--------|----------|----|---------------|--------|----------|------|-----|-----|---|-----|-----|--|-----|-----|-----|-----|-----|-----|--|---|-----|-----|---|-----|-----|--|-----|-----|-----|-----|-----|-----|--|
| | | This aircraft has been updated with NavData Cycle: 1410 Which Expires: 10/16/14 AC TT: <u>5138.4</u> Tach Time: <u>2119.5</u> WO#: 2014 04886 Dated 9/17/14 Signature: [Redacted] 106 FAA Repair Station: N3XR816N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10-10-14 | 5138.4 TT | Performed magnetic compass swmg. See w/o RMS2014 04413 Per details. [Redacted] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1" style="float: right; margin-left: auto;"> <tr> <td>Steve Johnson</td> <td>ERAU 9</td> </tr> <tr> <td>N3XR816N</td> <td>76</td> </tr> </table> <table border="1" style="float: right; margin-left: auto;"> <tr> <td>Steve Johnson</td> <td>ERAU 9</td> </tr> <tr> <td>N3XR816N</td> <td>7691</td> </tr> </table> | Steve Johnson | ERAU 9 | N3XR816N | 76 | Steve Johnson | ERAU 9 | N3XR816N | 7691 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Steve Johnson | ERAU 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N3XR816N | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Steve Johnson | ERAU 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N3XR816N | 7691 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="7">For RADIOS ON</th> </tr> <tr> <th>N</th> <th>030</th> <th>080</th> <th>E</th> <th>120</th> <th>150</th> <th></th> </tr> </thead> <tbody> <tr> <td>359</td> <td>029</td> <td>060</td> <td>090</td> <td>120</td> <td>150</td> <td></td> </tr> <tr> <th>S</th> <th>210</th> <th>240</th> <th>W</th> <th>300</th> <th>330</th> <th></th> </tr> <tr> <td>180</td> <td>210</td> <td>240</td> <td>270</td> <td>300</td> <td>330</td> <td></td> </tr> </tbody> </table> <p style="margin-left: auto; margin-right: auto;"> Date: 10 OCT 2014 Reg. No: N106ER Tach: 2,120.9 Initials: Johnson,S. </p> | For RADIOS ON | | | | | | | N | 030 | 080 | E | 120 | 150 | | 359 | 029 | 060 | 090 | 120 | 150 | | S | 210 | 240 | W | 300 | 330 | | 180 | 210 | 240 | 270 | 300 | 330 | |
| For RADIOS ON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | 030 | 080 | E | 120 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359 | 029 | 060 | 090 | 120 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | 210 | 240 | W | 300 | 330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 180 | 210 | 240 | 270 | 300 | 330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER
s/n 2844137

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | 5138.4 |
| ENG TOTAL TIME : | 7044.0 |
| ENG T.S.M.O.H. : | 929.3 |
| TACH TIME : | 2119.5 |
| PROP T.S.M.O.H. : | 0.0 |
| PROP TOTAL TIME : | 1223.3 |

The Pilots instrument panel is owner produced part under section 21.303 (b) (2) of the FARs. The panel was manufactured in accordance with approved data. The owner participation in the manufacture of the panel is the design of the panel with reference to CAD generated drawing #PS28-201-106ER-001. The panel is airworthy and is approved for return to service.

| | |
|-----------|--------|
| Jack Haun | ERAU 2 |
| N3XR816N | 5959 |

Signed: [Redacted]

Repair Station N3XR816N. Date: October 9, 2014

PARTS TAGS

AIRFRAME MAINTENANCE LOG

SOUTHEAST AERO SERVICES, INC.
 385 Hawkeye View Lane
 St. Augustine, Florida 32095
 FAA Cert. Repair Station UV4R584M

TABLE

Piper PA28R-201 S#2844137 N106ER 09OCT2014 TT:6439.7 WO#15353
 Verified that the original installation of the #1 and #2 GNS430's was installed with reference to the Garmin instructions and approved by the aircraft manufacturer. Removed the #1 and #2 GNS430's, S#97140543 and S#97140554 and returned them to Garmin for upgrade to GNS430W. The antenna coax was replaced with double shielded RG400 as required. The existing GA56 GPS antennas were removed, and replaced with the GA35 WAAS/GPS antennas. Installed the upgraded #1 and #2 GNS430W's and configured both units for this installation. This installation was accomplished with reference to the Garmin upgrade manual P#190-00357-06 Rev E, and the STC AML document SAO1933LA-D. Each interface was checked with reference to the GNS430W installation manual P#190-00356-08, Rev K. The weight and balance, and equipment list were revised to reflect this installation.

D/

IED.
 ACTION NUMBER OR
 NUMBER PERFORMING WORK

I certify that the aircraft or appliance identified above was repaired and inspected in accordance with current FAA regulations and is approved for return to service.



Warden Brian Byler

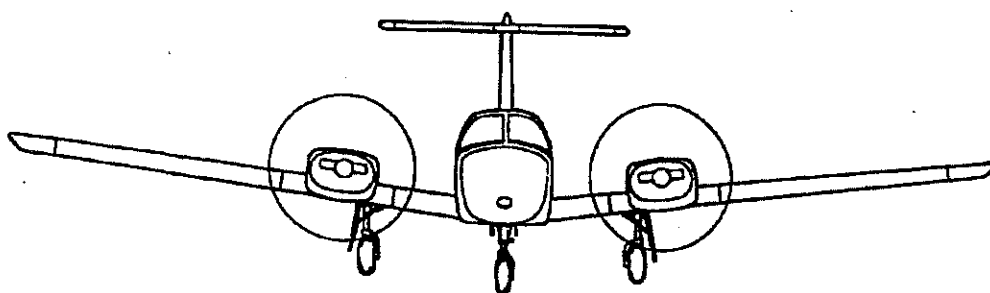
SOUTHEAST AERO SERVICES, INC.
 385 Hawkeye View Lane
 St. Augustine, Florida 32095
 FAA Cert. Repair Station UV4R584M

Piper PA28R-201 S#2844137 N106ER 09OCT2014 TT:6439.7 WO#15353
 Removed the turn-coordinator P#1394T100-7B S#F07-10090, the Vertical speed Indicator P#7000 S#300200, the #1 GI-106A nav indicator P# 013-000049-01 S#G07-10099, the #2 GI-106A P#013-00049-01 S#G07-10312, the directional Gyro P#4000B-26 S#T724720, and the encoder P#SSD-120 S# SRA-12298. Installed the owner produced / provided instrument panel which is identical in dimension and metal to the original panel. Installed the Garmin G500 Flight display system which includes the GDU620 Display S#165203703, the GTP59 Oat probe S#47926387, the GRS77 AHRS S#42027686, the GMU44 Magnetometer S#47523402 and the GDC74A Air data computer S#20618377. This installation was accomplished with reference to the Garmin G500 AML STC Installation manual P#190-01102-06 Rev 9, dated January 2014, and the STC AML document SAO2015SE-D. Configured the system for this installation. Performed the Magnetometer calibration, and the IRU calibration as required. Test results were satisfactory with reference to FAR part 43 appendix E. The weight and balance, and the equipment list were revised to reflect this installation.

I certify that the aircraft or appliance listed above was repaired and inspected in accordance with current FAA regulations and is approved for return to service.



AIRFRAME



MAINTENANCE RECORDS

EMBRY-RIDDLE
Aeronautical University

N106ER
S/N 2844137

EMBRY-RIDDLE

Aeronautical University

AIRFRAME MAINTENANCE RECORDS

AIRCRAFT REGISTRATION NO. N106ER

AIRCRAFT MFG. Piper MODEL PA28R-201 SERIAL NO. 2844137

ENGINE MFG. Lyce MODEL 20-360-C1C6

PROPELLER MFG. McCawley MODEL 132D54C213-B

ENGINE MFG. _____ MODEL _____


PROPELLER MFG. _____ MODEL _____

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|--------|----------------------|--|
| opened | | <p>the log book #2 this date 09 OCT 2014 and time TT 6439.7</p> <p style="text-align: right;">N3XR816N ERAU-9</p> |
| | | <p>SOUTHEAST AERO SERVICES, INC. 385 Hawkeye View Lane St. Augustine, Florida 32095 FAA Cert. Repair Station UV4R584M</p> |
| | | <p>Piper PA28R-201 S#2844137 N106ER 09OCT2014 TT:6439.7 WO#15360 Removed the Co-pilots instrument panel to have it painted and engraved in order to match the Pilots instrument panel. Re-installed the Co-pilots instrument panel with reference to the Piper PA28R-201 maintenance manual.</p> |
| | | <p>I certify that the aircraft or appliance identified above was repaired and inspected in accordance with current FAA regulations and is approved for return to service.</p> |
| | | <p>_____ Windell Brian Tyler</p> |
| | | <div style="display: flex; justify-content: space-between; align-items: center;"> N106ER </div> <p>Tach Time: 2121.8 Total time: 5140.7 Troubleshoot system, replaced b-nut junction to ADC Pitot system, tightened various junction B-nuts. Replaced Air data computer p/n 011-00882-10 s/n 20618377, installed p/n 011-00882-00 s/n 47800333. Repaired unit under w/o 62378237. Performed operational check and reloaded software IAW G500/620 Installation Manual Rev. P section: 5. Performed operational check and systems correlation using J AER30B-3 s/n: 060 pitot/static tester Cal date: 05/2015. And IFR 6000 transponder tester s/n 104005257, Cal. date: 05/27/2015 In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In compliance with FAR 91.411 and, 91.413, and in accordance with FAR 43 appendix E (a), (c) and F (e-j). I certify that the Transponder and installation Make: Garmin, Model: GTX330 s/n 84107001 Meet all the requirements. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # FMC0201405202 Date: 10/14/2014 Jacques DiPhilippe ERAU 25</p> <div style="display: flex; justify-content: space-between; align-items: center;"> Signed: _____ <div style="border: 1px solid black; padding: 2px;"> N3XR816N N3XR816N 8434 </div> </div> |

NEW AND SERVICEABLE PARTS TAGS

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | | | | | | | | | | | | | | | |
|-------------------|----------------------|---|------------------|--------|------------------|--------|-----------------|-------|-------------|--------|------------------|----|-------------------|--------|-------------|---------|----------|------|
| | | <p>This aircraft has been updated with NavData Cycle: 1411 Which Expires: 11/13/14 ACTT: 5143.9 Tach Time: 2125.0 WO#: 2014 05245 Dated 10/15/14</p> <p>Signature: [Redacted] 106 FAA Repair Station: N3XR816N</p> | | | | | | | | | | | | | | | | |
| | | <div style="border: 1px solid black; padding: 5px;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N106R Time in Service : 5167.6</p> <table border="1" style="float: right; font-size: small;"> <tr><td>A/C TOTAL TIME :</td><td>5167.6</td></tr> <tr><td>ENG TOTAL TIME :</td><td>7073.2</td></tr> <tr><td>ENG T.S.M.O.H :</td><td>958.5</td></tr> <tr><td>TACH TIME :</td><td>2148.7</td></tr> <tr><td>PROP T.S.M.O.H :</td><td>NA</td></tr> <tr><td>PROP TOTAL TIME :</td><td>1252.5</td></tr> </table> <p>Complied with EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST. Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation. Replaced terminal end on the landing light wire at the bulb.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2014-05611 Date: 10/29/14</p> <p>Signed: [Redacted] Repair Station N3XR816N.</p> <table border="1" style="float: right; font-size: x-small;"> <tr><td>Ralph Wixon</td><td>ERAU 30</td></tr> <tr><td>N3XR816N</td><td>9130</td></tr> </table> </div> | A/C TOTAL TIME : | 5167.6 | ENG TOTAL TIME : | 7073.2 | ENG T.S.M.O.H : | 958.5 | TACH TIME : | 2148.7 | PROP T.S.M.O.H : | NA | PROP TOTAL TIME : | 1252.5 | Ralph Wixon | ERAU 30 | N3XR816N | 9130 |
| A/C TOTAL TIME : | 5167.6 | | | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 7073.2 | | | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H : | 958.5 | | | | | | | | | | | | | | | | | |
| TACH TIME : | 2148.7 | | | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H : | NA | | | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 1252.5 | | | | | | | | | | | | | | | | | |
| Ralph Wixon | ERAU 30 | | | | | | | | | | | | | | | | | |
| N3XR816N | 9130 | | | | | | | | | | | | | | | | | |
| | | <p>This aircraft has been updated with NavData Cycle: 1412 Which Expires: 12/11/14 ACTT: 5202.9 Tach Time: 2184.0 WO#: 2014 05912 Dated 10/15/14</p> <p>Signature: [Redacted] 106 FAA Repair Station: N3XR816N</p> | | | | | | | | | | | | | | | | |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME | DESCRIPTION OF WORK PERFORMED ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATION NUMBER OF PERSON PERFORMING WORK |
|------|--------------------|---|
|------|--------------------|---|

N106ER

Total Time: **5202.9** *180*
Tach Time: **2184.0**

1. Replaced left fuel sump drain with new. Removed left fuel tank for inspection. Found fuel leak at inboard upper riv-nut for vent line clamp. Cleaned area surrounding riv-nut. Applied fuel sealant around leak area. Resecured vent line and clamps. Leak checked tank, no leaks noted. Reinstalled tank and fueled, no leaks noted.
2. Removed baggage and cabin door locks and installed Medico cabin door lock P/N: PA28CDL and baggage door lock P/N: PA28BD. Ops check of door locks good.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2014 05948** Date: **11/02/14**

Signed: [REDACTED] Repair Station N3XR816N. Blair Dremeler ERAU 35
N3XR816N 0196



EMBR-Y-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service: **5215.8**

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2013) & FAR 91.207 Date (09-2015). Complied with: S. B. 636 (Ignition switch). Replaced central vac filter, LT&RT brake pads, LMG side brace mid bolt, NG trunion bushings, turn limit placards, NG actuator fwd attach bolt, RT sun visor, RT cable cover on floor, compass correction card, and RT tire w/ shop build-up assembly. C/W SB1156 by replacing bolt. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2014 06164** Date: **26 NOV 2014**

Signed: [REDACTED] Repair Station N3XR816N. Steve Johnson ERAU 9
N3XR816N 7691

| | |
|------------------|---------------|
| A/C TOTAL TIME: | 5215.8 |
| ENG TOTAL TIME: | 7121.4 |
| ENG T.S.M.O.H.: | 1006.7 |
| TACH TIME: | 2196.9 |
| PROP T.S.M.O.H.: | N/A |
| PROP TOTAL TIME: | 1300.7 |

N106ER



EMBR-Y-RIDDLE
AERONAUTICAL UNIVERSITY

Tach Time: 2196.9
Total Time: 5215.8

Removed standby altimeter p/n 5934 PD-3 s/n 441197, installed p/n 5934PD-3-A656 s/n 457356. New calibration date 2016. Performed operational check, no defects noted. *ALTITUDE 20MAR16*
Performed operational check and systems correlation using Aero flex IFR 6000, s/n 104035257 CAL DATE May 27, 2015, and JC AIR30B-3 S/N 060, CAL date May 15, 2015. In accordance with the requirements outlined in FAR 43 Appendix E (a), (c) altitude encoder correlation and the static system has been inspected and is approved for return to service. *DUE 11-16*

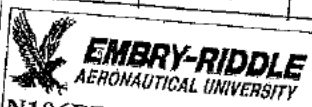
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2014 06164** Date: **11/05/14**

Signed: [REDACTED] Repair Station N3XR816N. Philippe ERAU 25
N3XR816N 8434

NEW AND SERVICEABLE PARTS TAGS

NEW AND SERVICE PARTS TAGS

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|------|----------------------|--|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER AND CERTIFICATE NUMBER OF PERSON PERFORMING |
|------|----------------------|--|



N106ER
Total Time: 5,223.0
Tach Time: 2,204.1

JOSEPH SARLI
NSXR816N

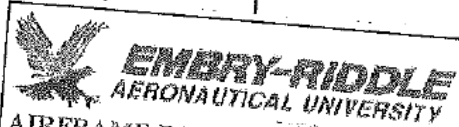
Performed run up and verified that fuel flow was inop, while MAP was functioning. Found the Manifold pressure gauge P/N 6331, SN 187201 to have the fuel flow portion to be inop. Replaced Manifold pressure gauge with new p/n 6331, SN 187114. Performed ops check with new Manifold gauge installed and found it to be working properly for both manifold and fuel pressures. All work done in accordance with piper maintenance manual chapter 39-10-60 page 1. Ops check good. Aircraft ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order # RMS 2014 05289 Date: 12/03/14

Signed: [Redacted] Repair Station N3XR816N

This aircraft has been updated with NavData
Cycle: 1413 Which Expires: 01/08/15
ACTT: SC 366 Tach Time: 2217.7
WO#: 2014 06426 Dated: 12/03/14

Signature: [Redacted]
FAA R [Redacted]



AIRFRAME-PA28R
N106ER
Time in Service : 5262.0

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 5262.0 |
| ENG TOTAL TIME : | 7167.6 |
| ENG T.S.M.O.H : | 1052.9 |
| TACH TIME : | 2243.1 |
| PROP T.S.M.O.H : | NA |
| PROP TOTAL TIME : | 1346.9 |

Complied with EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-00025
Date: 1/6/15

Signed: [Redacted] Repair Station N3XR816N

Ralph Wixon ERAU 30
N3XR816N 9130

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|---|
| | | <p>This aircraft has been updated with NavData Cycle: 1601 Which Expires: 02/06/15 AC TT: 5265.9 Tach Time: 2247.8 WO#: 2015 00041 Dated 01/07/15</p> <p>Signature: [Redacted] FAA Repair Station: N3XR816N</p> |

**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

N106ER
 Total Time: 5284.0
 Tach Time: 2265.1

Installed SlickSTART SS1001, s/n 15055223. SlickSTART installed in accordance with STCSA593CH and Slick Service Letter SL2-96 Rev G. See Form 337 dated this date.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 00215 Date: 20 JAN 2015

Signed: [Redacted] Repair Station N3XR816N.

**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

N106ER
 Tach. Time: 2276.9
 Total time: ~~2276.9~~ 5295.8

Removed Ground proximity system, p/n 2037-3 controller, s/n 50555P41R2 and transducer S/N: T0651. Removed control PTT switch and buss power wires. Capped wire interface to nose gear light and audio out wire. Corrected weight and balance to reflect the changes.

No other systems affected The Weight & Balance, and the Equipment list was updated. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: RMS WO # 201500339 Date: 01/26/2015

Signed: [Redacted] ation N3XR816N, Jacques DiPhilippe ERAU 25
 N3XR816N 8434

**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

I certify that this AIRCRAFT PAZIR (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 5303.6

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAIR 91.207 Date (08-15). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Completed hydraulic fluid contamination check. Repacked nose gear wheel bearings. Removed LMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced the nose gear actuator forward clevis bolt. Secured the nose gear upper drag link right bolt. Tightened the nose gear wheel axle nut. Replaced the forward bolt on the shimmy dampener. Replaced LMG brake pads. Serviced the shimmy dampener with new fluid. Replaced right nose gear door hinge pin.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-00427 Date: 1/29/15

Signed: [Redacted] Repair Station N3XR816N. Ralph Wixon ERAU 30
 N3XR816N 9130

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NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING |
|------|----------------------|--|
| | | This aircraft has been updated with NavData Cycle: 1502 Which Expires: 03/05/15 AC TT: <u>5314.6</u> Tach Time: <u>2298.7</u> WO#: 2015 00584 |
| | 106 | Signature: [Redacted] FAA Reg: [Redacted] |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER

Time in Service : 5343.7

| | |
|-------------------|------------|
| A/C TOTAL TIME : | <u>53</u> |
| ENG TOTAL TIME : | <u>72</u> |
| ENG T.S.M.O.H. : | <u>11</u> |
| TACH TIME : | <u>23</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>14</u> |

Complied with **EMBRY-RIDDLE'S, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Inspected for operation. Tightened overhead rheostat switch.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2015 00891**
Date: **20 FEB 2015**

Signed: [Redacted]

Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 5343.7
Tach Time: 2324.8

Removed and replaced the attitude indicator removed P/N: 598-556 S/N: 21J0552G and installed P/N: 598-556 S/N: 981898. Secured all clamps to all hoses that were disconnected. Performed an engine run-up for an operational check, no defects noted. Operational check good, no further defects noted Aircraft returned to service.
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2015-00910** Date: **02-20-2015**

Signed: [Redacted]

Repair Station N3XR816N.

BOBBY NATE
CRS N3XR816N

AIRFRAME MAINTENANCE LOG



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

DATE

N106

Total Time: 5345.5
Tach Time: 2326.6

Removed top engine cowling to gain access to vac pump and lines. Inspected vac lines and pump.. No defects found. Re-installed cowling. Found the Vac suction gauge to be INOP. Removed defective suction gauge P/N 550-545 S/N 7AY3. Installed new suction gauge P/N 550-545 S/N 4BJ1. Performed ops check, ops check good. No other defects noted at this time. A/C of for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 00920 Date: 02/21/15

Signed: [Redacted] Repair Station N3XR816N.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 5349.1
Tach Time: 2330.2

Troubleshoot system and found voltage regulator not outputting voltage to alternator. Removed regulator p/n 557-337 s/n 80B22819 and installed repaired unit p/n 557-337 s/n 80E63504. Also installed missing screw onto alternator field circuit breaker. Connected ground for alternator out switch. Operational check good. Aircraft is ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 00941 Date: 02/23/15

Signed: [Redacted] Repair Station N3XR816N. Daniel Stinelli ERAU 44
N3XR816N 9244

This aircraft has been updated with NavData

Cycle: 1503 Which Expires: 04/02/15
AC TT: 5360.2 Tach Time: 2341.8
WO#: 2015 01083 Dated 03/04/15

Signature: [Redacted]
106 FAA Repair Station: N3XR816N

NEW



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 5360.7
Tach Time: 2341.8

Removed nose gear assembly and disassembled. Replaced lower bushings, o-rings and seals, upper & lower bushings on nose strut housing, bearings/bushings for upper retract brace/link, nose strut placard, NG actuator clevis bolt, scissor link bolts & bushings, and shimmy damper hardware. Re-assembled and installed NG assembly. C/W Piper SB1156. Removed RMG & LMG assembly, retract links, and disassembled. Replaced o-rings and seals, and misc bushings and hardware. Re-assembled RMG & LMG struts and installed. Serviced all struts w/ 5606 hydraulic fluid and nitrogen. Lubed all gear. Replaced LMG actuator. All work accomplished in accordance with appropriate sections of PA28R Service Manual Section 32-00-00. Performed retraction test and emergency gear extension check. Adjusted up and down limit switches as necessary. No defects noted at this time.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 01076 Date: 06 MAR 2015

Signed: [Redacted] Repair Station N3XR816N.

Steve Johnson ERAU 9
N3XR816N 7681

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NEW AND SERVICEABLE PARTS TAGS



I certify that this AIRFRAME-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 5402.3

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 5402.3 |
| ENG TOTAL TIME : | 7307.9 |
| ENG T.S.M.O.H. : | 1193.2 |
| TACH TIME : | 2382.3 |
| PROP T.S.M.O.H. : | n/a |
| PROP TOTAL TIME : | 1487.2 |

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-15). Complied with: S. II. 636 (ignition switch). Performed retraction test and emergency gear extension. Replaced rivnuts as needed in the wing spar attach plates in the belly area of the aircraft. Replaced one cover as needed in the same area. Removed RMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Retorqued both LMG forward and RMG aft upper trunnion bolts as needed. Replaced air filter cover. Replaced vacuum pump with a new Airborne AA3215CC. Removed pump with S/N: 01KH7 and installed pump with S/N: 04U821.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 01632 Date: 3/31/15

Signed: [Redacted] Repair Station N3XR816N.

Ralph Wixon ERAU 30
N3XR816N 9130

This aircraft has been updated with NavData
Cycle: 1504 Which Expires: 04/30/15
AC TT: 5408.1 Tach Time: 2389.7
WO#: 2015 01695 Dated 04/09/15

Signature: [Redacted]
FAA R [Redacted] N3XR816N



AIRFRAME-PA28R
N106ER
Time in Service : 5449.0

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 5449.0 |
| ENG TOTAL TIME : | 7354.6 |
| ENG T.S.M.O.H. : | 1239.9 |
| TACH TIME : | 2430.1 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 1533.9 |

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-01951
Date: 4/10/15

Signed: [Redacted] Repair Station N3XR816N.

Ralph Wixon ERAU 30
N3XR816N 9130

AIRFRAME MAINTENANCE LOG

DESCRIPTION OF WORK PERFORMED.

ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK

DATE _____ TACH OR HOBBS TIME : _____



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 5452.2
Tach Time: 2433.3

Placed aircraft on jacks and inspected the landing gear, gear position and warning system. Found left main gear down limit switch to be out of adjustment and play in the side brace mid attach bolt. Adjusted down lock limit switch as necessary and replaced side brace mid attach bolt IAW Piper maintenance manual. Conducted operational check of the landing gear operation, indication and warning systems with no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 02035 Date: 04/15/15

Signed: _____ Repair Station N3XR816N.

COLE MUEHLFELDER
N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PAZ8R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 5493.5

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-15). Complied with: S. B. 636 (ignition switch). Performed retraction test and emergency gear extension. Replaced heater inlet hose. Replaced nose gear shimmy dampener. Removed LMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced nose gear actuator clevis bolt. Replaced both LMG and RMG brake pads. Cleaned and inspected LMG brake caliper for leaks, with no defects noted. Repositioned LMG gear door hinge pin. Replaced CO detector. Replaced both right aileron push pull rod ends and replaced the clevis bolt at the bellcrank. Adjusted RMG down limit switch. Replaced pilots seat adjustment bolt.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-02292 Date: 4/30/15

Signed: _____ Repair Station N3XR816N.

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>5493.5</u> |
| ENG TOTAL TIME : | <u>7399.1</u> |
| ENG T.S.M.O.H. : | <u>1284.4</u> |
| TACH TIME : | <u>2474.6</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1578.4</u> |

Ralph Wixon ERAU 30
N3XR816N 9130

This aircraft has been updated with NavData

Cycle: 1505 Which Expires: 06/28/15
AC TT: 5493.5 Tach Time: 2474.6
WO#: 2015 02296 Dated 04/28/15

Signature: _____
106 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PAZ8R

N106ER

Time in Service : 5536.8

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 02589
Date: 15 MAY 2015

Signed: _____ Repair Station N3XR816N.

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>5536.8</u> |
| ENG TOTAL TIME : | <u>7442.4</u> |
| ENG T.S.M.O.H. : | <u>1327.7</u> |
| TACH TIME : | <u>2517.9</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1621.7</u> |

Ralph Wixon ERAU 30
N3XR816N 9130

EABLE

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NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER, SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

This aircraft has been updated with NavData
 Cycle: 1506 Which Expires: 06/26/16
 AC TT: 5374.0 Tach Time: 4535.1
 WO#: 2015 02828 Dated 05/28/15

Signature: [Redacted]
 106 FAA Repair Station: N3XR816N



I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
 Time in Service : 5590.3

Complied with: ANNUAL Inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (4-18) & FAR 91.207 Date (8-15). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Repacked nose wheel bearings. Replaced RMG tire and wheel assy with ashop build. C/W AD 84-26-02 by replacing induction air filter. Replaced hand mike. Replaced hardware and secured on L/R ailerons. Removed and replaced hyd pump to manifold down pressure line. Replaced map gauge post light. Replaced mid and inbd bolt on LMG side brace. Replaced stab trim barrel upper bushing. Removed and replaced ignition switch

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-02918 Date: 03-JUNE 2015

Signed: [Redacted] Repair Station N3XR816N. N3XR816N 7691 ERAU 9

A/C TOTAL TIME : 5590.3
 ENG TOTAL TIME : 7495.9
 ENG T.S.M.O.H. : 1381.2
 TACH TIME : 2571.4
 PROP T.S.M.O.H. : N/A
 PROP TOTAL TIME : 1675.2



AIRFRAME-PA28R
 N106ER
 Time in Service : 5636.0

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
 Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Removed LMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced LMG brake pads. Replaced bushings in the upper LMG torque link assembly.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-03231 Date: 6/17/15

Signed: [Redacted] Repair Station N3XR816N. Ralph Wixon ERAU 30 N3XR816N 9130

A/C TOTAL TIME : 5636.0
 ENG TOTAL TIME : 7541.6
 ENG T.S.M.O.H. : 1426.9
 TACH TIME : 2617.1
 PROP T.S.M.O.H. : NA
 PROP TOTAL TIME : 1720.9

AIRFRAME MAINTENANCE LOG

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|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED: ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------------|---|

EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 5641.8
Tach Time: 2622.9

Removed standby attitude indicator p/n 598-556 s/n 591898 and install overhauled unit p/n 598-556 s/n 21J0552G. Operational check of standby attitude indicator checks good. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 03267 Date: 06/19/15

Signed: [REDACTED] Repair Station N3XR816N. Daniel Stinelli ERAU 44
N3XR816N 9244

This aircraft has been updated with NavData
 Cycle: 1507 Which Expires: 07/23/15
 AC TT: 5657.6 Tach Time: 2638.7
 WO#: 2015 03355 Dated 08/24/15

Signature: [REDACTED]
 106 FAA Repair Station: N3XR816N

EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 5683.0

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (4-18) & FAR 91.207 Date (8-15). Complied with: S. B. 636 (Ignition switch). Replaced LT flap bonding strap, RT brake pads, heat intake tube, LMG side brace mid bolt, and NG actuator rod end clevis bolt. c/w hyd fluid contamination check. Cleaned and lubed stab trim actuator. C/W SB1156 (replaced bolt). Replaced fuel/oil hoses in engine compartment. C/W vac pump wear check. Replaced cyl #2 & #3 baffle seal. Repaired LT aft baffle. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-03594 Date: 08 JULY 2015

Signed: [REDACTED] Repair Station N3XR816N. Steve Johnson ERAU 9
N3XR816N 7681

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 5683.0 |
| ENG TOTAL TIME : | 7588.6 |
| ENG T.S.M.O.H. : | 1473.2 |
| TACH TIME : | 2638.7 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 1767.2 |

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

DESCRIPTION OF WORK PERFORMED.
ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER,
SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK.

DATE **TACH OR HOBBS TIME :**

This aircraft has been updated with NavData
 Cycle: 1508 Which Expires: 08/20/15
 AC TT: 5718.0 Tach Time: 2699.1
 WO#: 2015 03970 Dated 07/23/15

Signature: [Redacted]
 106 FAA Repair Station: N3XK010N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N2015 04009ER
 Time in Service : 2706.7

A/C TOTAL TIME : 2706.7
 ENG TOTAL TIME : 7631.2
 ENG T.S.M.O.H. : 1516.5
 TACH TIME : 5725.6
 PROP T.S.M.O.H. : N/A
 PROP TOTAL TIME : 1810.5

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.


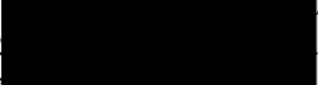
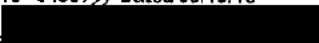
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order WO # RMS 2015 04009
 Date: 25 JUL 15

Signed: [Redacted Signature]

1272
 N3XK010N
 Jim Ford
 Repair Station N3XK010N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|---------------|------------------|---------------|------------------|---------------|-------------|---------------|-------------------|-----------|-------------------|---------------|
| | | <p>ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK</p> | | | | | | | | | | | | |
| | | <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this <u>AIRCRAFT-PA28R (N106ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>5772.2</u></p> <p>Complied with: <u>ANNUAL</u> inspection.</p> <p>Replaced vacuum relief filter, left aileron rod end clevis bolt at the bellcrank, LMG brake pads, nose gear actuator forward clevis bolt, lower cow! Teflon bushings, forward muffler assembly and utilized new hardware as needed, both LMG and RMG wheel and tire assemblies and replaced both with serviceable shop built up assemblies and gear warning horn with a serviceable horn. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-16). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with ELT test IAW FAR 91.207 with no defects noted. Tightened hardware as needed on the shimmy dampener.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: <u>WO # RMS 2015-04303</u> Date: <u>8/14/15</u></p> <p>Signed:  Repair Station: <u>N3XR816N</u></p> </div> <div style="width: 50%; border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;"><u>5772.2</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;"><u>7677.8</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;"><u>1563.1</u></td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;"><u>2753.3</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;"><u>NA</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;"><u>1857.1</u></td></tr> </table> </div> </div> | A/C TOTAL TIME : | <u>5772.2</u> | ENG TOTAL TIME : | <u>7677.8</u> | ENG T.S.M.O.H. : | <u>1563.1</u> | TACH TIME : | <u>2753.3</u> | PROP T.S.M.O.H. : | <u>NA</u> | PROP TOTAL TIME : | <u>1857.1</u> |
| A/C TOTAL TIME : | <u>5772.2</u> | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>7677.8</u> | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>1563.1</u> | | | | | | | | | | | | | |
| TACH TIME : | <u>2753.3</u> | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>NA</u> | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1857.1</u> | | | | | | | | | | | | | |
| | | <p>This aircraft has been updated with NavData Cycle: 1509 Which Expires: 09/17/15 AC TT: <u>5772.2</u> Tach Time: <u>2753.3</u> WO#: 2015 04357 Dated 08/19/15</p> <p>Signature:  106 FAA Repair Station: N3XR816N</p> | | | | | | | | | | | | |




EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

N106ER
Total Time: 5800.6
Tach Time: 2781.7

Placed acft on jacks. Inspected all main gear switches, no faults noted. Inspected L/G actuators , bypass valve and pressure switch for leaks, none found. Performed LG operational checks. All three landing gears remained up and held good. Noticed that hyd pump momentarily would operate when in full up position. Removed hyd pump pn 38992-805 sn UNK, and replaced with hyd pump pn 38992-805 sn 20250IV. Serviced pump with hyd fluid 5606 and operated LG several times to purge air. Performed LG operational checks and ops checked satisfactory.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015-04614 Date: 9-4-2015

Signed:  Repair Station N3XR816N.

| | |
|----------------|---------|
| Nicholas Elias | ERAU 22 |
| N3XR816N | 9779 |

NEW AND SERVICE PARTS TAGS

DATE TACH OR HOBBS TIME DESCRIPTION OF WORK PERFORMED.
ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER



N106ER

ACTT: 5882.9
TACH: 2864.0

Removed the upper engine cowling and inspected the electric fuel pump. Verified that there was voltage at pump. Pump inop. Removed the upper engine cowling and electric fuel pump P/N: 461-758 S/N: 156622 and installed a new fuel pump 461-758 S/N: 185145. Performed an operational check and leak check of the electric fuel pump. No leaks noted and operational check was good. Re-installed the upper engine cowling. Aircraft returned to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO #2015 05976 Date: 12 Nov. 2015

Signed: [Redacted] Certified Repair Station N3XR816N

This aircraft has been updated with NavData
Cycle: 1512 Which Expires: 12/10/15
AC TT: 5882.9 Tach Time: 2864.0
WO#: 2015 06014 Dated 11/11/15

Signature: [Redacted]
FAA Repair Station: N3XR816N



**AIRFRAME-PA28R
N106ER**

Time in Service : 5905.6

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Replaced left wheel brake pads. Serviced left gear strut. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2015 06206 Date: 11/23/15

Signed: [Redacted] Repair Station N3XR816N ERAU 38
N3XR816N 8755

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 5905.6 |
| ENG TOTAL TIME : | 7811.2 |
| ENG T.S.M.O.H : | 1696.5 |
| TACH TIME : | 2886.7 |
| PROP T.S.M.O.H : | N/A |
| PROP TOTAL TIME : | 43.3 |

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. |
|------|----------------------|--------------------------------|
|------|----------------------|--------------------------------|

ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK

N106ER



Tach Time: 2895.3
Total time: 5914.2

Removed audio panel p/n 011-00401-10 s/n96281922, installed p/n 011-00401-10 s/n 96261750 repaired unit by Garmin under RMA #:7659189. Performed system operational check, Nav/ com Operational check IAW PA 28 R MM. Sect 23 and 34. No defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # **FMC020156301**

Date: **12/01/2015**

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|----------------------------|
| Jacques DiPhilippe ERAU 25 |
| N3XR816N 8434 |

Signed _____

Repair Station N3XR816N.

This aircraft has been updated with NavData
Cycle: 1513 Which Expires: 01/07/16
AC TT: 5934.1 Tach Time: 2915.2
WO#: 2015 06448 Dated 12/09/15

Signature: _____
106 FAA Repair Station: N3XR816N

This aircraft has been updated with NavData
Cycle: 1601 Which Expires: 02/04/16
AC TT: 5963.1 Tach Time: 2944.2
WO#: 2016 00026 Dated 01/06/16

Signature: _____
106 FAA Repair Station: N3XR816N



I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 5949.8

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAIR 91.207 Date (08-16). Complied with: S. B. 636 (Ignition switch). Fabricated wire harness from cannon plug in RT wheel well and continued routing and terminated at original downlock switch; Placed protective heat shrink sleeve over cannon plug. Checked rigging of all switches and adjusted as necessary per PA28R Service Manual Section 32-60-00. Work performed IAW AC 43.13-1B chapter 11, and FAA AC25-16. Adjusted LMG door rod end.
Disassembled, cleaned, and lubed LMG down lock hooks. Replaced nose tire w/ shop build-up assy. Replaced NG up-stop bumper, NG actuator clevis bolt, o-rings in RT brake caliper, RMG brake disc, NG up switch stricker arm, NG down lock arm, and RMG brake pads. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2015-06597** Date: **18 DEC 2015**

Signed: _____ Repair Station N3XR816N.

| |
|----------------------|
| Steve Johnson ERAU 8 |
| N3XR816N 7691 |

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|-------------------------|
| A/C TOTAL TIME : 5949.8 |
| ENG TOTAL TIME : 7855.4 |
| ENG T.S.M.O.H. : 1740.7 |
| TACH TIME : 2938.9 |
| PROP T.S.M.O.H. : NA |
| PROP TOTAL TIME : 87.5 |

NEW AND SERVICEABLE PARTS TAGS

NEW AND SERVICEABLE PARTS TAGS



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT PAZER (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service: 6136.7

A/C TOTAL TIME : 6136.7
ENG TOTAL TIME : 8942.3
ENG T.S.M.O.H. : 1927.6
TACH TIME : 3117.8
PROP T.S.M.O.H. : NA
PROP TOTAL TIME : 274.4

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-16). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with SB1156 by replacing nose gear bolt and bushings. Completed GDL-90 ICA with no defects noted. Completed SB1279A by visual inspection with no defects noted. Resealed the storm window as needed. Tightened hardware on the cabin door handle. Replaced LMG and RMG brake pads. Replaced forward clevis bolt on the nose gear actuator. Tightened the nose gear torque link center bolt. Adjusted right aileron upstop as needed and checked for proper travel.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016-01375 Date: 3/15/16

Signed: _____

Repair Station N3XR816N.

Ralph Wixon ERAU 30
N3XR816N 0130

FORMED.
STATION NUMBER OF
PERSON PERFORMING WORK



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER

Time in Service : 6178.1

A/C TOTAL TIME : 6178.1
ENG TOTAL TIME : 8083.7
ENG T.S.M.O.H. : 1969.0
TACH TIME : 3159.2
PROP T.S.M.O.H. : NA
PROP TOTAL TIME : 315.8

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Removed RMG wheel / tire assembly and replaced with a serviceable shop built up assembly.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016-01648
Date: 3/30/16

Signed: _____

Repair Station N3XR816N.

Ralph Wixon ERAU 30
N3XR816N 9130

This aircraft has been updated with NavData
Cycle: 1604 Which Expires: 04/28/16
AC TT: 6179.9 Tach Time: 3161.0
WO#: 2016 01687 Dated 03/30/16

Signature: _____


FAA Repair Station: N3XR816N

106

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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|---------|--------|--|
| 4-14-16 | 6217.7 | Piper A.D. 2016-07-21 (RT wing rib insp, WS140.09) previously complied with under Piper SB1279A on 3-15-2016 at aircraft TT: 8136.7 w/o 2016 01378 <div style="background-color: black; width: 200px; height: 30px; margin: 5px 0;"></div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px 0;"> Steve Johnson ERAU 9 N3XR816N 7691 </div> |
|---------|--------|--|



| | | | | | | | | | | | | | |
|--|---|------------------|--------|------------------|--------|------------------|--------|-------------|--------|-------------------|-----|-------------------|-------|
| <p>I certify that this AIRCRAFT-PA28R (N105ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 6226.6</p> <p>Complied with: ANNUAL inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2016). Complied with: S. B. 636 (Ignition switch). Replaced disposable CO detector, flap handle placard, brake handle placard, cabin door upper & lower hinge bolts, LT&RT brake pads, and LT tire w/ shop build-up assy. Replaced stdby A/I; RCA22-15, s/n off: 21J0552G, s/n on: 22F0500G. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 02024 Date: 21 APR 2016</p> <p>Signed: [REDACTED] Repair Station N3XR816N.</p> | <table style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;">6226.6</td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;">8132.2</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;">2017.5</td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;">3207.7</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;">N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;">364.3</td></tr> </table> | A/C TOTAL TIME : | 6226.6 | ENG TOTAL TIME : | 8132.2 | ENG T.S.M.O.H. : | 2017.5 | TACH TIME : | 3207.7 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 364.3 |
| A/C TOTAL TIME : | 6226.6 | | | | | | | | | | | | |
| ENG TOTAL TIME : | 8132.2 | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 2017.5 | | | | | | | | | | | | |
| TACH TIME : | 3207.7 | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | |
| PROP TOTAL TIME : | 364.3 | | | | | | | | | | | | |


This aircraft has been updated with NavData
 Cycle: 1605 Which Expires: 06/26/16
 AC TT: 6246.5 Tach Time: 3222.6
 WO#: 2016 02171 Dated 03/30/16

Signature: [REDACTED]
 106 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. |
|--|----------------------|---|
| ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER AND CERTIFICATE NUMBER OF PERSON PERFORMING | | |
| | | This aircraft has been updated with NavData Cycle: 1603 Which Expires: 03/31/16 AC TT: 6098.8 Tach Time: 3079.9 WO#: 2016 01122 Dated 03/02/16 |
| | | Signature: [Redacted] 106 FAA Repair Station: N3XR816N |



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER
Time in Service : 6276.0

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 6276.0 |
| ENG TOTAL TIME : | 8181.6 |
| ENG T.S.M.O.H. : | 2066.9 |
| TACH TIME : | 3257.1 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 413.7 |


Complied with **EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.**
 Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # **RMS 2016-02431**
 Date: 5/11/16

Signed: [Redacted] Repair Station N3XR816N

| | |
|-------------|---------|
| Ralph Wixon | ERAU 30 |
| N3XR816N | 9130 |

This aircraft has been updated
 Cycle: 1606 Which Expires: 03/31/16
 AC TT: 6303.1 Tach Time: [Redacted]
 WO#: 2016 02656
 Signature: [Redacted]
 106 FAA Repair Station: [Redacted]



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

N106ER
Total Time: 6313.6
Tach Time: 3294.7

Replaced hydraulic power pack; 38992-805, s/n off: 20250IV, s/n on: 21015IX. Repaired ground wire for power pack. Work accomplished in accordance with PA28R Maintenance Manual Section 29-10-00, para 2. Leak check satisfactory.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **RMS 2016 02742** Date: **31 MAY 2016**
 Signed: [Redacted] Repair Station N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 6321.6

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6321.6</u> |
| ENG TOTAL TIME : | <u>8227.2</u> |
| ENG T.S.M.O.H. : | <u>2112.5</u> |
| TACH TIME : | <u>3302.7</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>459.3</u> |

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-16). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced heater inlet hose. Complied with AD 84-26-02 by replacement of the induction air filter. Repacked nose gear wheel bearings with grease. Installed new rod end and adjusted LMG door. Replaced storm window latch. Replaced hardware for floor screws as needed. Replaced nose gear actuator forward olevis bolt. Tightened nose gear torque link hardware as needed. Tightened center bolts on both LMG and RMG torque links. Replaced LMG brake pads. Removed RMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Adjusted LMG downlock inboard bolt. Installed new rudder control arm. Installed new bearing in rt. T- bar. Adjusted aileron and rudder cable tensions where needed. Reinstalled center console, ducting, floor boards and front and rear seats.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016-02807 Date: 6/2/16

Signed: _____ Repair Station N3XR816N.

| | |
|---------------|--------|
| Ialman Sharpe | ERAU 8 |
| N3XR816N | 0728 |

This aircraft has been updated with NavData

Cycle: 1607 Which Expires: 07/21/16
AC TT: 6353.5 Tach Time: 3334.6
WO#: 2016 05131 Dated 06/23/16

Signature: _____
106 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER

Time in Service : 6363.2

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6363.2</u> |
| ENG TOTAL TIME : | <u>8268.8</u> |
| ENG T.S.M.O.H. : | <u>2154.1</u> |
| TACH TIME : | <u>3344.3</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>500.9</u> |

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016-03218
Date: 6/28/16

Signed: _____ Repair Station N3XR816N.

| | |
|-------------|---------|
| Ralph Wixon | ERAU 30 |
| N3XR816N | 9130 |

NEW AND SERVICEABLE TAGS

This aircraft has been updated with NavData

Cycle: 1608 Which Expires: 08/18/16
AC TT: 6398.4 Tach Time: 3377.5
WO#: 2016 03566 Dated 07/21/16

Signature: _____
106 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING |
|------|----------------------|--|
|------|----------------------|--|



**AIRFRAME
N106ER**

Tach Time : 3388.2

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 6407.8 |
| ENG TOTAL TIME : | 4026.8 |
| ENG T.S.M.O.H. : | 0.0 |
| TACH TIME : | 3388.2 |
| PROP T.S.M.O.H. : | N/A |
| PROP TOTAL TIME : | 545.5 |

Removed engine P/N: IO-360-C1C6 S/N: L-24087-51A and all related accessories and installed an overhauled engine P/N: IO-360-C1C6 S/N: L-33719-51E and related accessories. New lord mounts, hoses, hardware & oil drain valve. Replaced fuel/oil hoses. Replaced aft muffler, cyl #2 exhaust riser, cabin heat intake hose, throttle cable, EGT probe, induction airbox, and cover. The engine and related accessories were changed as follows:

| ITEM | REMOVED | | | INSTALLED | | |
|-------------|-------------|-------------|------------|-------------|-------------|-----------|
| | PART# | SERIAL # | TIS/TSO | PART# | SERIAL # | TIS/TSO |
| ENGINE | IO-360-C1C6 | L-24087-51A | 2198.7 TSO | IO-360-C1C6 | L-33719-51E | 0.0 TSO |
| PROP | B2D34C213-B | 120537 | 545.5 TIS | B2D34C213-B | 120537 | 545.5 TIS |
| STARTER | H9-NL | FN-2009111 | 2199.7 TIS | H9-NL | FN-2009109 | 0.0 TSO |
| ALTERNATOR | ALX 8521 | B031981 | 2199.7 TIS | ALX 8521 | H-Q110107 | 0.0 TSO |
| OIL COOLER | 20017A | D92-1383-3 | 2199.7 TSO | 20017A | D2-1383-10 | 0.0 TSO |
| VAC PUMP | AA3215CC | 04U821 | 1025.5 TIS | AA3215CC | 0APY08 | 0.0 TIS |
| MAGNETO (S) | L: 4372 | 12090083 | 271.1 TSR | 4372 | 12050375 | 0.0 TSR |
| | R: 4370 | 14010982 | 362.9 TSR | 4370 | 12070390 | 0.0 TSR |
| INJECTOR | 2524450-9 | 70AA4009 | 2198.7 TSO | 2524450-9 | 35947 | 0.0 TSO |
| FUEL PUMP | LW-15473 | 2010 | 2168.7 TIS | LW-15473 | H4912 | 0.0 TIS |
| DISTRIBUTOR | 78805 | ADY9012 | 2199.7 TSO | 78805 | AOBH1830 | 0.0 TSO |
| GOVERNOR | 463-156 | G49WJ | 2307.9 TSO | 463-156 | D589T | 0.0 TSO |

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 03652 Date: 02 AUG 2016

Signed: _____ Repair Station N3XR816N.

Steve Johnson: ERAU 9

N3XR816N 7891

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
| | | |



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6148.8</u> |
| ENG TOTAL TIME : | <u>4037.8</u> |
| ENG T.S.M.O.H. : | <u>11.0</u> |
| TACH TIME : | <u>3399.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>556.5</u> |

I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 6148.8

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04/18) & FAR 91.207 Date (08/17). Complied with: S. B. 636 (Ignition switch). C/W FAR91.207d, next due 08-2017. C/W hydraulic fluid contamination check. Retorqued stab hinge bolts. Tightened and secured nose wheel on axle. Replaced RT brake pads, LT&RT gear actuators, RT aileron static wick, cabin heat lever post light bulb, and misc screws at seat track stops. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 03777 Date: 05Aug2016

Signed: [REDACTED] Repair Station N3XR816N.

| | |
|---------------|--------|
| Steve Johnson | ERAU 9 |
| N3XR816N | 7691 |

This aircraft has been updated with NavData
Cycle: 1609 Which Expires: 09/15/16
AC TT: 6424.0 Tach Time: 3415.1
WO#: 2016 03948 Dated 08/18/16

Signature: [REDACTED]
106 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

**AIRFRAME-PA28R
N106ER**
Time in Service : 6461.8

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6461.8</u> |
| ENG TOTAL TIME : | <u>4080.8</u> |
| ENG T.S.M.O.H. : | <u>54.0</u> |
| TACH TIME : | <u>3442.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>592.5</u> |

Complied with **EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Replaced LT brake pads.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 04147
Date: 31 AUG 2016

Signed: [REDACTED] Repair Station N3XR816N.

| | |
|---------------|--------|
| Steve Johnson | ERAU 9 |
| N3XR816N | 7691 |

NEW

BLE

This aircraft has been updated with NavData
Cycle: 1610 Which Expires: 10/31/16
AC TT: 6422.6 Tach Time: 3464.9
WO#: 2016 04365 Dated 09/14/16

Signature: [REDACTED]
106 FAA Repair Station: N3XR816N

NEW AND SERVICEABLE PARTS TAGS

DATE



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT PART (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 6518.6

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 6518.6 |
| ENG TOTAL TIME : | 4137.6 |
| ENG T.S.M.O.H. : | 110.8 |
| TACH TIME : | 3499.7 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 656.3 |

IN NUMBER
FORMING

Complied with: ANNUAL inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Adjusted alternator belt tension. Repaired the cowling right latch. Replaced central air filter. Removed both left and right main gear wheel / tire assemblies and replaced with serviceable shop built up assemblies. Secured hose on the avionics cooling fan. Secured the weather stripping on the left wing to fuselage section. Replaced the cabin door hinge pins as needed.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016-04596 Date: 02/16

Signed: [Redacted]

Repair Station N3XR816N

| | |
|-------------|---------|
| Ralph Wixon | ERAU 30 |
| N3XR816N | 9130 |

N106ER



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

Tach Time: 3519.4

Total time: ~~3519.4~~ 6538.3

Removed MX 200 p/n 011-01271-00 s/n 38301372, installed p/n 011-01271-00 s/n 38301392. Reset configurations. Performed system operational check IAW Garmin MX200 Inst. MM 190-00607-04 Rev F. No defects noted. Traffic acquisition good, no defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # RMS201604732 Date: 10/09/2016

Signed: [Redacted]

Repair Station N3XR816N

| | |
|---------------------|---------|
| Jacques DitPhilippe | ERAU 25 |
| N3XR816N | 8434 |

This aircraft has been updated with NavData

Cycle: 1811 Which Expires: 11/10/16
AC TT: 6546.5 Tach Time: 3527.6
WO#: 2016 04777 Dated 10/12/16

Signature: [Redacted]

FAA Repair Station: N3XR816N

106

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

**AIRFRAME-PA28R
N106ER**

Time in Service : 6560.8

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6560.8</u> |
| ENG TOTAL TIME : | <u>4179.8</u> |
| ENG T.S.M.O.H. : | <u>153.0</u> |
| TACH TIME : | <u>3541.9</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>698.5</u> |

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced, as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Re-torqued stab hinge bolts. C/W GMX200 ICA insp and compass swing.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 04881

Date: 20 OCT 2016

Signed: Repair Station N3XR816N.

| | |
|---------------|--------|
| Steve Johnson | ERAU 0 |
| N3XR816N | 7681 |

| For | | RADIOS ON | | | | | |
|-----|-----|-----------|-----|-----|-----|--|--|
| N | 030 | 050 | E | 120 | 150 | | |
| 359 | 029 | 056 | 090 | 120 | 150 | | |
| S | 210 | 240 | W | 300 | 330 | | |
| 180 | 210 | 240 | 270 | 300 | 330 | | |

Date: 20 OCT 2016
Reg. No: N106ER
Tach: 6,560.8
Initials: Johnson, S.



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 6567.0

Tach Time: 3548.1

Removed standby attitude indicator p/n598-556 s/n 22F0500G and installed new instrument p/n 598-556 s/n 215C070. Operational check good. No other discrepancies noted at this time. Aircraft is ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 05037 Date: 10/25/16

Signed: Repair Station N3XR816N.

Daniel Stinelli ERAU 44
N3XR816N 9244

PARTS TAGS

AIRFRAME MAINTENANCE LOG

N106ER



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

Tach Time: 3541.9

Total time: 6560.8

Removed equipment:

GDL 90 UAT, P/N: 430-6081-100-000, S/N: 29101086.

Installed equipment:

GDL88D UAT ADSB (Automatic Dependent Surveillance Broadcast) traffic reporting system, P/N: 010-00862-30, S/N: 22W000789.

Performed system configuration and ground check-out IAW GDL88 Installation manual 190-01310-00 Rev: 1 section: 5. and IAW AC20-165B section: 4, per paragraph 91.227 (d).

Complied with Garmin Service Bulletins:

- No.: 1647 Rev. A GDL 84/88 Software upgrade to SSV 3.34.

- No.: 1623 Rev. A GDL 84/88 Software upgrade to SSV 3.33.

- No.: 1520 Rev. B, Software upgrade for G500/600: GDU 620 V 7.00, GRS 77 v3.04, and GDC 74 v3.11.

- No.: 1509 Rev. B GMX 200 Software upgrade 2.14.

Perform weight and balance to reflect the changes.

File form 337 with FAA.

Post installation operational check flight tracking is filed with the FAA AWA AFSS Next Gen, IAW 14 CFR, AC 20-165B Section: 4.3.1.1.1 per paragraph: 91.227. Copy is in file in aircraft records.

The following documents were utilized for this installation:

TCCA GDL 84-88 Part 27 STC SH15-50 Rev: 1 December, 2015

STC SR02123SE Permission Letter PRM_SR02123SE January 1, 2015.

STC SA02119SE with AML, SA02119SE October 1, 2015.

GDL 84/88 Part 23 AML STC Installation Manual 190-01310-00 Rev: 1, October 1, 2015

GDL 84/88 Part TSO Installation Manual 190-01122-00 Rev: J, April 1, 2015

Master Drawing List GDL 84/88 Part 23 AML STC 005-00645-02 Rev: 8, October 1, 2015.

Instructions for Continued Airworthiness GDL84/88 Part 23 AML STC 190-01310-01 Rev: 3, October 1, 2015.

GMX200 Installation Manual p/n: 005-C0315-00 Rev: E, February 28, 2015.

GTX 330/330 D Installation Manual p/n: 190-00207-02 Rev: Z October 31, 2015.

G500/600 AML STC Installation Manual p/n: 190-00601-06 Rev: N, October 31, 2015.

Equipment List, GDL 84/88 Part 23 AML STC 005-00645-03 Rev: 9, September 1, 2015.

Operational check was performed using Aeroflex IFR 6000 Transponder and ADSB tester, s/n 104005257 Cal date May 26, 2017, and AISS393B, s/n 393-000-180, CAL date April 14, 2017.

In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), the static system has been inspected and is approved for return to service. In

compliance with FAR 91.411 and, 91.413, and in accordance with FAR 43 appendix E (c) (a), and F (a -

j). I certify that the Transponder and installation make: GARMIN, Model GTX 330, s/n: 84127001, meet all the requirements.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

RMS WO #201604881

Signed



Repair Station N3XR816N.

Jacques DiPhilippe ERAU 25
N3XR816N 8434

AIRFRAME MAINTENANCE LOG

DATE TACH OR HOBBS

DESCRIPTION OF WORK PERFORMED.
ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR
SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK

This aircraft has been updated with NavData
Cycle: 1612 Which Expires: 12/08/16
AC TT: 6607 Tach Time: 3588.8
WO#: 2016 05349 Dated 11/09/16

Signature: [Redacted]
FAA Repair Station: N3XR816N

108



I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
Time in Service : 6618.1

Complied with: ANNUAL inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2017). Complied with: S. B. 636 (Ignition switch). C/W SB1156 by replacing bolt. Cleaned and lubed stab trim actuator. Replaced R/brake pads. Installed bushing and bearing on cabin door slider. Replaced gascolator rubber gasket. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 05437 Date: 15 NOV 2016

Signed: [Redacted] Repair Station N3XR816N.

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6618.1</u> |
| ENG TOTAL TIME : | <u>4237.1</u> |
| ENG T.S.M.O.H. : | <u>210.3</u> |
| TACH TIME : | <u>3599.2</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>755.8</u> |



N106ER
Total Time: 6633.4
Tach Time: 3614.5

Replaced hydraulic/landing gear free fall valve. Replaced flap position/warning switch with new. Performed operational/leak check of landing gear. No discrepancies noted. All work accomplished in accordance with appropriate sections of PA28R Maintenance Manual.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2016 05581 Date: 23 NOV 2016

Signed: [Redacted] Repair Station N3XR816N.

| | |
|---------------|--------|
| Steve Johnson | ERAU 9 |
| N3XR816N | 7691 |

BLE

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBES TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|-----------------------------|---|
|------|-----------------------------|---|

This aircraft has been updated with NavData
 Cycle: 1702 Which Expires: 03/02/17
 AC TT: 6778.6 Tach Time: 3759.1
 WO#: 2017 00497 Dated 02/01/17

Signature: [Redacted]
 106 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
 AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA28R (N106ER) has
 been inspected in accordance with an ANNUAL inspection
 and was found to be in an airworthy condition.
 Time in Service : 6805.5

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 6805.5 |
| ENG TOTAL TIME : | 4424.5 |
| ENG T.S.M.O.H. : | 397.7 |
| TACH TIME : | 3786.6 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 943.2 |

Complied with: ANNUAL Inspection.

Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with AD84-26-02 by replacement of the induction air filter. Reattached heater hose to the firewall. Completed hydraulic fluid contamination test. Reinstalled left strobe light retainer. **Removed damaged screws at the left spar bolt lower cover.** Cleaned corrosion off of both the left gear spring anchor plate. Replaced the right gear spring anchor plate. Tightened nose gear torque link hardware as needed.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-00704 Date: 2/13/17

Signed: [Redacted] Repair Station N3XR816N.

| | |
|-------------|---------|
| Ralph Wixon | ERAU 30 |
| N3XR816N | 0130 |



EMBRY-RIDDLE
 AERONAUTICAL UNIVERSITY

N106ER

Total Time: 6826.2

Tach Time: 3807.3

Removed #1 GNS 430 p/n 011-01060-40 s/n 97140543 and installed repaired unit under contract invoice number 91195621 p/n 011-01060-40 s/n 97139935. Configured unit to aircraft settings and performed operational check. Operational check good. No other discrepancies noted at this time. Aircraft is ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 00886 Date: 02/24/17

Signed: [Redacted] Repair Station N3XR816N.

Daniel Stinelli ERAU 44
 N3XR816N 9244

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

DESCRIPTION OF WORK PERFORMED.

ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK

| | | |
|------|----------------------------|--|
| DATE | TACH OR HOBBS TIME : | |
|------|----------------------------|--|



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

Total Time: 6834.0

Tach Time: 3815.1

Verified com 1 not transmitting. Removed com 1 radio p/n 011-01060-40 s/n 97139935 and installed serviceable radio p/n 011-01060 s/n 97140543. Swapped #1 and #2 radio locations. Performed operational check and found to be good at this time. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 00957 Date: 03/01/17

Signed: [Redacted] Repair Station N3XR816N.

Daniel Stinelli ERAU 44
N3XR816N 9244

This aircraft has been updated with NavData
Cycle: 1703 Which Expires: 03/30/17
ACTT: 6.5.5
WO#: 2017-00957

Signature: [Redacted]
FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R

N106ER

Time in Service: 6854.2

Complied with **EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.**
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.


The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-01079
Date: 3/7/17

Signed: [Redacted] Repair Station N3XR816N.

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 6854.2 |
| ENG TOTAL TIME : | 4473.2 |
| ENG T.S.M.O.H. : | 446.4 |
| TACH TIME : | 3835.3 |
| PROP T.S.M.O.H. : | NA |
| PROP TOTAL TIME : | 991.9 |


Ralph Wixon ERAU 30
N3XR816N 9130


AIRFRAME MAINTENANCE LOG

| | | | | | | | | | | | | | | | | |
|-------------------|-----------------------|---|--|------------------|---------|------------------|--------|------------------|-------|-------------|--------|-------------------|-----|-------------------|--------|------------|
| DATE | TACH HOURS TIME |  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td style="text-align: right;">6902.8</td></tr> <tr><td>ENG TOTAL TIME :</td><td style="text-align: right;">4521.8</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td style="text-align: right;">495.0</td></tr> <tr><td>TACH TIME :</td><td style="text-align: right;">3883.9</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td style="text-align: right;">N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td style="text-align: right;">1040.5</td></tr> </table> | A/C TOTAL TIME : | 6902.8 | ENG TOTAL TIME : | 4521.8 | ENG T.S.M.O.H. : | 495.0 | TACH TIME : | 3883.9 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 1040.5 | OR WORK |
| A/C TOTAL TIME : | 6902.8 | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 4521.8 | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 495.0 | | | | | | | | | | | | | | | |
| TACH TIME : | 3883.9 | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 1040.5 | | | | | | | | | | | | | | | |
| | | <p>I certify that this AIRCRAFT-PAZSR (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 6902.8</p> <p>Complied with: ANNUAL Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08/17). Replaced left main gear brake pads. Reconnected radio cooling line. Resealed storm window. Adjusted LMG door rod end. Replaced O-RING on LMG brake caliper. Replaced co-pilots lower air vent. Left main gear brake bled. Resifted LMG door rod end bolt. Replaced forward muffler. Replaced nose gear up stop bumper. Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 01366 Date: 03/23/14</p> | | | | | | | | | | | | | | |
| | | Signed: [REDACTED] Repair Station N3XR816N | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Al Zaccaria</td> <td style="width: 50%;">ERAU 38</td> </tr> <tr> <td>N3XR816N</td> <td>8755</td> </tr> </table> | Al Zaccaria | ERAU 38 | N3XR816N | 8755 | | | | | | | | | |
| Al Zaccaria | ERAU 38 | | | | | | | | | | | | | | | |
| N3XR816N | 8755 | | | | | | | | | | | | | | | |

This aircraft has been updated with NavData
 Cycle: 1704 Which Expires: 04/27/17
 AC TT: 6919.7 Tach Time: 3900.8
 WO #: 2017 01469 Dated 03/29/17

Signature: [REDACTED]
 106 FAA Repair Station: N3XR816N

| | | | | | | | | | | | | | | | |
|--|--|--|--|-----------------|--------|-----------------|--------|-----------------|-------|------------|--------|------------------|-----|------------------|--------|
|  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | AIRFRAME-172S N106ER Time in Service: 6947.8 | Korey Dickerson ERAU 45 N3XR816N 1619 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME:</td><td style="text-align: right;">6947.8</td></tr> <tr><td>ENG TOTAL TIME:</td><td style="text-align: right;">4566.8</td></tr> <tr><td>ENG T.S.M.O.H.:</td><td style="text-align: right;">540.0</td></tr> <tr><td>TACH TIME:</td><td style="text-align: right;">3928.9</td></tr> <tr><td>PROP T.S.M.O.H.:</td><td style="text-align: right;">N/A</td></tr> <tr><td>PROP TOTAL TIME:</td><td style="text-align: right;">1085.5</td></tr> </table> | A/C TOTAL TIME: | 6947.8 | ENG TOTAL TIME: | 4566.8 | ENG T.S.M.O.H.: | 540.0 | TACH TIME: | 3928.9 | PROP T.S.M.O.H.: | N/A | PROP TOTAL TIME: | 1085.5 |
| A/C TOTAL TIME: | 6947.8 | | | | | | | | | | | | | | |
| ENG TOTAL TIME: | 4566.8 | | | | | | | | | | | | | | |
| ENG T.S.M.O.H.: | 540.0 | | | | | | | | | | | | | | |
| TACH TIME: | 3928.9 | | | | | | | | | | | | | | |
| PROP T.S.M.O.H.: | N/A | | | | | | | | | | | | | | |
| PROP TOTAL TIME: | 1085.5 | | | | | | | | | | | | | | |
| <p>Complied with EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECKLIST. Inspected and serviced hydraulic fluid, battery, and tire pressure as needed. Inspected interior & exterior lighting, cabin, fuselage, empennage, wings, landing gear, brake linings, brake calipers, and engine compartment for general condition and signs of excess wear. No discrepancies were found. Inspected and cleaned nose strut, and removed any small rust deposits found. Tested ELT and noted no issues. Dressed propeller. No other defects noted.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2017 01651 Date: 9 Apr 2017</p> | | | | | | | | | | | | | | | |
| Signed: [REDACTED] | | Certified Repair Station N3XR816N. | | | | | | | | | | | | | |

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|---|--|--|
|  EMBRY-RIDDLE AERONAUTICAL UNIVERSITY | N106ER Total Time: 6956.7 Tach Time: 3937.8 | |
| <p>Inspected the battery system and found the battery dead. Removed the old battery P/N: RG35-AXC S/N: 40611163 and installed P/N: RG35-AXC S/N: 40846907. Performed a power on and an engine run-up for the operational check of the new battery GNS430 and GMX 200. Operational check good. Aircraft ok for return to service.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 01678 Date: 4/11/17</p> | | |
| Signed: [REDACTED] | | Repair Station N3XR816N. Korey Dickerson ERAU 45 N3XR816N 1619 |

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AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. | | |
|----------|----------------------------|---|----------|-----|
| | | <p>ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING</p> | | |
| | | | | |
| | | <p>N106ER TT: <u>6963.9</u> Tach Time : <u>3945.0</u> Removed GNS 430W p/n 011-01060-00 s/n 9714543, installed 430W p/n 011-01060-40 s/n 97139935 Repaired unit by Garmin under w/o 93719571. Performed operational check GPS, ADSB & verified ra and NAV operations. No defects noted The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accor with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order. WO # <u>RMS0207701750</u> Date: <u>04/14/2017</u> Signed: _____ Repair Station N3XR816N.</p> | | |
| | | <table border="1" style="margin-left: auto;"> <tr> <td style="width: 80%;">N3XR816N</td> <td style="width: 20%;">843</td> </tr> </table> | N3XR816N | 843 |
| N3XR816N | 843 | | | |



**EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY**

I certify that this AIRCRAFT-PART (N106ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service : 6998.4

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>6998.4</u> |
| ENG TOTAL TIME : | <u>4617.4</u> |
| ENG T.S.M.O.H. : | <u>590.6</u> |
| TACH TIME : | <u>3979.5</u> |
| PROP T.S.M.O.H. : | <u>NA</u> |
| PROP TOTAL TIME : | <u>1136.1</u> |

Complied with: ANNUAL Inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (ignition switch). Performed retraction test and emergency gear extension. Replaced central air filter. Replaced forward bolt on the nose gear actuator. Repositioned hydraulic lines under the floorboard. Repaired pilots floor mats as needed. **Replaced rivnuts as needed in the right spar bolt cover.**

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-01912 Date: 4/25/17

Signed: _____

Repair Station N3XR816N.

| | |
|-------------|---------|
| Ralph Wixon | ERAU 30 |
| N3XR816N | 0130 |

This aircraft has been updated with NavData
 Cycle: 1705 Which Expires: 05/25/17
 AC TT: 7004.3 Tach Time: 3985.4
 WO#: 2017 01963 Dated 04/17/17

Signature: _____

FAA Repair Station: N3XR816N

106

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
|------|----------------------|--|

JOSEPH SARLI
N3XR816N

N106ER
Total Time: 7035.3
Tach Time: 4016.4

The standby altimeter P/N: S3827-1, S/N: 437356 was removed and the overhauled altimeter P/N: S3827-1, S/N: 392217 was reinstalled. Altimeter was overhauled under contract invoice number 23978. New standby altimeter certified on 22/MAR/2017. Referenced Piper maintenance manual C1-39-10-00. Performed operational check and systems correlation using IFR ATC 6000 sim compliance with FAR 91.411 (a) and FAR 91.413(b) and in accordance with the requirements outlined in FAR 43 Appendix E (c). (c) the static system and correlation has been inspected, and is approved for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-02118 Date: 05/03/2017

Signed: _____ Repair Station N3XR816N

Ralph Wixon ERAU 30
N3XR816N 9130

AIRFRAME-PA28R
N106ER
Time in Service: 7044.4

A/C TOTAL TIME : 7044.4
ENG TOTAL TIME : 4663.4
ENG T.S.M.O.H : 636.6
TACH TIME : 4025.5
PROP T.S.M.O.H : NA
PROP TOTAL TIME : 1182.1

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. BLT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-02161 Date: 5/11/17

Signed: _____ Repair Station N3XR816N

N106ER
Total Time: 7035.3 Tach Time: 4016.4

Airworthiness Directive 2017-04-06 United Instruments, Inc. Amendment 39-18801 NA by S/N, per par. (c)
The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-02128 Date: 5-9-17

Signed: _____ Repair Station N3XR816N

Lyle Sunderland ERAU 1
N3XR816N 1695

NEW AND SERVICEABLE PARTS TAGS

NEW AND SERVICEABLE PARTS TAGS

| | | |
|--|--------------------|--------------------------------|
| DATE | TACH OR HOBBS TIME | DESCRIPTION OF WORK PERFORMED. |
| ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER, SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK | | |

This aircraft has been updated with NavData
 Cycle: 1706 Which Expires: 06/22/17
 AC TT: 7979.1 Tach Time: 4060.2
 WO#: 2017 02348 Dated 05/24/17
 Signature: [Redacted]
 106 FAA Repair Station: N3XR816N



I certify that this AIRCRAFT-PA2BR (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service: 7095.0

| | |
|------------------|--------|
| A/C TOTAL TIME: | 7095.0 |
| ENG TOTAL TIME: | 4714.0 |
| ENG T.S.M.O.H.: | 687.2 |
| TACH TIME: | 4076.1 |
| PROP T.S.M.O.H.: | NA |
| PROP TOTAL TIME: | 1232.7 |

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp: ELT & battery (04-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced Teflon bushings in the lower cowling. Removed LMG, RMG, and Nose gear wheel / tire assemblies and replaced with serviceable shop built up assemblies. Replaced both LMG and RMG brake pads. Complied with SB1156 by replacement of the nose gear drag link hardware. Lubed and freed up the rudder control tubes. Tightened right torque link center bolt. Tightened the pilots rudder tube support cradle. Tightened cabin door arm screw.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-02450 Date: 5/31/17

Signed: [Redacted] Repair Station N3XR816N, Ralph Wixon ERAU 30
 N3XR816N 9130



AIRFRAME
 N106ER
 Time in Service: 7138.0

Korey Dickerson ERAU 46
 N3XR816N 1619

| | |
|------------------|--------|
| A/C TOTAL TIME: | 7138.0 |
| ENG TOTAL TIME: | 4757.0 |
| ENG T.S.M.O.H.: | 730.2 |
| TACH TIME: | 4119.1 |
| PROP T.S.M.O.H.: | N/A |
| PROP TOTAL TIME: | 1275.7 |

Complied with EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECKLIST.
 Inspected and serviced hydraulic fluid, battery, and tire pressure as needed. Inspected interior & exterior lighting, cabin, fuselage, empennage, wings, landing gear, brake linings, brake calipers, and engine compartment for general condition and signs of excess wear. No discrepancies were found. Tested ELT and noted no issues. Dressed propeller. No other defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: WO # RMS 2017 02705 Date: 18 June 2017

Signed: [Redacted] Certified Repair Station N3XR816N.

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME | DESCRIPTION OF WORK PERFORMED. |
|------|--------------------|--|
| | | ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
| | | This aircraft has been updated with NavData Cycle: 1707 Which Expires: 07/20/17 ACTT: 7146.8 Tach Time: 4127.9 WO#: 2017 02748 Dated 08/24/17 |
| | 106 | Signature: [Redacted] FAA Repair Station: N3XR816N |

N106ER

Tach Time: 4159.3
Total time: 7178.2



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

1) Removed the upper engine cowling and loosened the bottom right side cowling to gain access to the alternator brush block. Removed the brush block P/N: ALU3045BS and installed a new brush block P/N: ALU3045BS. Re-installed the engine cowling and performed an engine run-up for the operational check of the alternator making a humming noise. Humming noise still there during engine run-up. Towed aircraft to hanger and removed engine cowling. Removed the alternator P/N: ALX8521 S/N: H-0110107 and installed a new alternator P/N: ALX8521 S/N: H-R021059. Performed an engine run-up for the operational check of the alternator. No defects noted.

2) Removed audio panel p/n 011-00401-10 s/n96261750, installed p/n 011-00401-10 s/n 96264162, repaired unit by Garmin under RMA #:90643730. Performed system operational check, Nav/ com Operational check IAW PA 28 R MM. Sect 23 and 34. No defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
WO # FMC0201702002 [Redacted] 017

Signed: [Redacted]


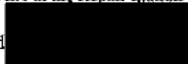


Repair Station N3XR816N.


Jacques DiPhilippe ÉRAU 25
N3XR816N 8434

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | DESCRIPTION | A/C TOTAL TIME | ION NUMBER | PERFORMING WORK | | | | | | | | | | | | |
|-------------------|--|--|------------------|-----------------|------------------|---------------|------------------|--------------|-------------|---------------|-------------------|-----------|-------------------|---------------|--|--|
| |  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>I certify that this <u>AIRCRAFT-PA28R (N106ER)</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was found to be in an airworthy condition. Time in Service : <u>7194.5</u></p> <p>Complied with: <u>ANNUAL</u> Inspection. Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (94-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Replaced left aileron with a serviceable repaired unit with P/N: 35640-024. Completed hydraulic fluid contamination check. Replaced rivnut in the wing attach bolt cover. Tightened hardware at the cabin door as needed.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2017-03016</u> Date: <u>7/11/17</u></p> <p>Signed:  Repair Station N3XR816N.</p> | <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td><u>7194.5</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>4813.5</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td><u>786.7</u></td></tr> <tr><td>TACH TIME :</td><td><u>4175.6</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td><u>NA</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>1332.2</u></td></tr> </table> | A/C TOTAL TIME : | <u>7194.5</u> | ENG TOTAL TIME : | <u>4813.5</u> | ENG T.S.M.O.H. : | <u>786.7</u> | TACH TIME : | <u>4175.6</u> | PROP T.S.M.O.H. : | <u>NA</u> | PROP TOTAL TIME : | <u>1332.2</u> | | |
| A/C TOTAL TIME : | <u>7194.5</u> | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>4813.5</u> | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>786.7</u> | | | | | | | | | | | | | | | |
| TACH TIME : | <u>4175.6</u> | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>NA</u> | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1332.2</u> | | | | | | | | | | | | | | | |
| |  <p>EMBRY-RIDDLE AERONAUTICAL UNIVERSITY</p> <p>AIRFRAME-PA28R N106ER Time in Service : <u>7244.4</u></p> <p>Complied with <u>EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.</u> Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # <u>RMS 2017-03264</u> Date: <u>7/25/17</u></p> <p>Signed:  Repair Station N3XR816N.</p> | <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>A/C TOTAL TIME :</td><td><u>7244.4</u></td></tr> <tr><td>ENG TOTAL TIME :</td><td><u>4863.4</u></td></tr> <tr><td>ENG T.S.M.O.H. :</td><td><u>836.6</u></td></tr> <tr><td>TACH TIME :</td><td><u>4225.5</u></td></tr> <tr><td>PROP T.S.M.O.H. :</td><td><u>NA</u></td></tr> <tr><td>PROP TOTAL TIME :</td><td><u>1382.1</u></td></tr> </table> | A/C TOTAL TIME : | <u>7244.4</u> | ENG TOTAL TIME : | <u>4863.4</u> | ENG T.S.M.O.H. : | <u>836.6</u> | TACH TIME : | <u>4225.5</u> | PROP T.S.M.O.H. : | <u>NA</u> | PROP TOTAL TIME : | <u>1382.1</u> | | |
| A/C TOTAL TIME : | <u>7244.4</u> | | | | | | | | | | | | | | | |
| ENG TOTAL TIME : | <u>4863.4</u> | | | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | <u>836.6</u> | | | | | | | | | | | | | | | |
| TACH TIME : | <u>4225.5</u> | | | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | <u>NA</u> | | | | | | | | | | | | | | | |
| PROP TOTAL TIME : | <u>1382.1</u> | | | | | | | | | | | | | | | |
| | <p><u>8-15-17 - ACTT : 7289.6 - AD 2017-14-04 (On Hoses) N/A</u></p> <p align="right"><u>N3XR816N</u></p> | | | | | | | | | | | | | | | |
| | | <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>Lyle Sanderland</td><td>ERAU 1</td></tr> <tr><td>N3XR816N</td><td>1895</td></tr> </table> | Lyle Sanderland | ERAU 1 | N3XR816N | 1895 | | | | | | | | | | |
| Lyle Sanderland | ERAU 1 | | | | | | | | | | | | | | | |
| N3XR816N | 1895 | | | | | | | | | | | | | | | |

Cycle: 1708
 ACFT: 7224
 WO#: 2017-03458
 Signature: 
 FAA Repair Station: N3XR816N
 Date: 07/19/17

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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|------|----------------------|--|

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 7289.6 |
| ENG TOTAL TIME : | 4908.6 |
| ENG T.S.M.O.H : | 881.8 |
| TACH TIME : | 4270.7 |
| PROP T.S.M.O.H : | NA |
| PROP TOTAL TIME : | 1427.3 |

I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
Time in Service : 7289.6

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-18) & FAR 91.207 Date (08-17). Complied with: S. B. 636 (Ignition switch). Performed retraction test and emergency gear extension. Complied with AD 84-26-02 by replacement of the induction air filter. Replaced top cowl oil access door and doubler. Replaced loose rivets in the nose gear doors as needed. Replaced aft cowling seal on the fuselage. Completed ELT test LAW FAR 91.207. Replaced ELT remote switch. Replaced pilots control yoke and repaired PTT switch. Removed LMG wheel / tire assembly and replaced with a serviceable shop built up assembly. Replaced LMG brake caliper and bleed system. Installed new Kool Scoop. Tightened cabin door stop screw. Replaced a broken flap tension spring. Complied with SB 1139A by replacing a bolt at the pilots control yoke. Replaced A/I; RCA22-15, s/n off: 215C070, s/n on: 21J0552G.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-03607 Date: 8/16/17

Signed: [REDACTED] Repair Station N3XR816N.

Steve Johnson ERAU 9
 N3XR816N 7691

This aircraft has been updated with NavData
 Cycle: 1709 Which Expires: 09/14/17
 AC TT: 7289.6 Tach Time: 4270.7
 WO#: 2017 03623 Dated 08/16/17

Signature: [REDACTED]
 106 FAA Reg. [REDACTED]

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 7339.0 |
| ENG TOTAL TIME : | 4958.0 |
| ENG T.S.M.O.H : | 931.2 |
| TACH TIME : | 4320.1 |
| PROP T.S.M.O.H : | N/A |
| PROP TOTAL TIME : | 1476.7 |

AIRFRAME-PA28R
N106ER
 Time in Service : 7339.0

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.
 Inspected and serviced: as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 03937
 Date: 14 SEPT 2017

Signed: [REDACTED] Repair Station N3XR816N.

Steve Johnson ERAU 9
 N3XR816N 7691

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

RETURN TO SERVICE

THE COMPONENT IDENTIFIED HEREON WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR/OVERHAUL ARE ON FILE AT THIS REPAIR STATION UNDER:

MAKE Embraer MODEL ERJ

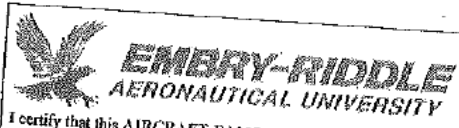
ORDER NO. 5861 PA28R

DATE 6-12-11

SIGNED [Redacted] (Inspector)

K & K PRECISION WELDING
 2083 Hwy. L, Unit 15
 East Troy, WI 53120
 FAA Repair Station #XKXR436L

TIME: _____ SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING _____



I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 7379.9

A/C TOTAL TIME : 7379.9
 ENG TOTAL TIME : 4998.9
 ENG T.S.M.O.H. : 972.1
 TACH TIME : 4361.0
 PROP T.S.M.O.H. : N/A
 PROP TOTAL TIME : 1517.6

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2018). Complied with: S. B. 636 (Ignition switch). Cleaned, insp, and repacked nose wheel bearings. C/W GDL 88/90 ICA insp and GMX200 ICA insp. Replaced disposable CO detector and engine alternate air valve adapter. Removed oil cooler, flushed, and re-installed. Removed prop and desludged crankshaft emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 04344 Date: 11 OCT 2017

Signed: Steve Johnson Repair Station N3XR816N. Steve Johnson ERAU 9 N3XR816N 7691

This aircraft has been updated with NavData
 Cycle: 1711 Which Expires: 11/09/17
 AC TT: 7381.4 Tach Time: 4362.5
 WO#: 2017 04454 Dated 10/11/17

Signature [Redacted] 106
 FAA Repair Station: N3XR816N



AIRFRAME-PA28R
 N106ER
 Time in Service : 7426.0

A/C TOTAL TIME : 7426.0
 ENG TOTAL TIME : 5045.0
 ENG T.S.M.O.H. : 1018.2
 TACH TIME : 4407.1
 PROP T.S.M.O.H. : NA
 PROP TOTAL TIME : 1563.7

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECKLIST.
 Inspected and serviced, as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017-04884 Date: 11/2/17


Signed: [Redacted] Repair Station N3XR816N. Ralph Wixon ERAU 30 N3XR816N 9130

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|------|----------------------|--|
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This aircraft has been updated with NavData
 Cycle: 1712 Which Expires: 12/07/17
 AC TT: 2435.5 Tach Time: 4478.6
 WO#: 2017 05023 Dated 11/08/17

Signature: [REDACTED]
 106 FAA Repair Station: N3XR816N



EMBERY-RIDDLE
AERONAUTICAL UNIVERSITY

I certify that this AIRCRAFT-PA38R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition.
 Time in Service : 2471.1

Complied with: ANNUAL inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2018). Complied with: S. D. 636 (ignition switch). Cleaned, insp, and repacked nose wheel bearings. Replaced central vac filter, storm window seal, flap handle placard, RT cable floor cover, RMG actuator, LT brake pads, LT&RT NG pivot bushings, and LT&RT tires w/ stop build-up assemblies. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2017 05369 Date: 29 NOV 2017

Signed: [REDACTED] Repair Station N3XR816N. Steve Johnson ERAU 9
 N3XR816N 7091

| | |
|-------------------|--------|
| A/C TOTAL TIME : | 7471.1 |
| ENG TOTAL TIME : | 5090.1 |
| ENG T.S.M.O.H. : | 1063.3 |
| TACH TIME : | 4452.2 |
| PROP T.S.M.O.H. : | N/A |
| PROP TOTAL TIME : | 1608.8 |

N106ER

Tach Time: 4455.7
 Total Time: 7474.6
 Removed GNS 430W p/n 011-01060-40 s/n 97100554, installed 430W p/n 011-01060-40 s/n 97108884.
 Repaired unit by Garmin under w/o 98557010. Performed operational check GPS, ADSB & verified radio, and NAV operations. No defects noted. The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:
 WO # RMS0201705423 Date: 11/30/2017
 Signed: [REDACTED] Repair Station N3XR816N. Jacques DiPhilippe ERAU 25
 N3XR816N 8434

NEW AND SERVICEABLE PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| | | |
|------|----------------------------|---|
| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER, SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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N106ER



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

Tach Time : 4458.8

Total time: 7477.7

Removed magnetometer GMU44 p/n 011-00870-00 s/n 47523402, Installed p/n 011-00870-00 s/n 47522820. Repaired unit by Garmin under w/o 96459200. Uploaded software configurations and performed magnetometer adjustment swing, and performed operational check IAW Garmin G600:rev. Q sect: 5.6.2. No defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # RMS 201705493 Date: 12/04/2017

Jacques DiPhilippe ERAU 25

N3XR816N 8434

Signed: [Redacted]

Repair Station N3XR816N.

This aircraft has been updated with NavData
Cycle: 1713 Which Expires: 01/04/18

ACTT: 7485.5 Tach Time: 4466.6

WO#: 2017 065432 Dated 12/08/17

Signature: [Redacted]

106 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

N106ER

TACH: 4473.1
ACTT: 7492.0

Removed the right mag P/N: 4370 S/N: 13110332 and installed repaired mag P/N: 4370 S/N: 13120315. Performed multiple engine starts and a full engine run up to check all engine parameters. Operational check good, no further defects.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order. WO: RMS 2017 05694 Date: 12/14/2017

Signed: [Redacted] N3XR816N

SCOTT PARKE
CRS N3XR816N

AIRFRAME MAINTENANCE LOG

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER OR SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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This aircraft has been updated with NavData
 Cycle: 1801 Which Expires: 02/01/18
 AC TT: 7508.6 Tach Time: 4499.7
 WO#: 2018-00007 Dated 04/03/18

106
 Signature: [Redacted]
 FAA Repair Station: N3XR816N



EMBRY-RIDDLE
AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER

Time in Service : 7517.7

| | |
|-------------------|---------------|
| A/C TOTAL TIME : | <u>7517.7</u> |
| ENG TOTAL TIME : | <u>5136.7</u> |
| ENG T.S.M.O.H. : | <u>1109.9</u> |
| TACH TIME : | <u>4498.8</u> |
| PROP T.S.M.O.H. : | <u>N/A</u> |
| PROP TOTAL TIME : | <u>1655.4</u> |

Complied with EMBRY-RIDDLES, 50 HOUR INSPECTION CHECK LIST.

Inspected and serviced as needed: hydraulic fluid, battery, and tires. Inspected: interior & exterior lighting, brake linings & calipers. Inspected interior & exterior for general condition. Cleaned & lubed yoke shafts. Insp. ELT for operation. Removed transponder antenna p/n CI 105 s/n 32970 and installed new antenna p/n CI 105 s/n 63957. In compliance with FAR 91.413(b) and FAR 43 appendix E paragraph (c) performed operational check and systems correlation using IFR ATC 6000 s/n 104005257 CAL DUE DATE: May 2017 and pitot/static tester model number 393 D s/n 393-000180 Cal date: April 14, 2017 and is approved for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2018 00081
 Date: 01/08/18

Signed: [Redacted] Repair Station N3XR816N. Daniel Stinelli ERAU 44 N3XR816N 9244

N106ER

Tach Time: 4499.8

Total time: 7518.7

Performed operational check and systems correlation using IFR Aeroflex 6000, s/n 104005257, Cal date due: June, 6, 2018, and AISS 392D s/n 393-00180 Pitot/Static tester s/n Cal date due: May 11, 2018.

Removed GTX330 transponder p/n 011-00455-00 s/n: 84127001, Installed GTX330 transponder p/n 011-00455-00 s/n: 84147268. Repaired unit by Garmin under w/o: 90499774.

In compliance with FAR 91.411 (a) and in accordance with the requirements outlined in FAR 43 Appendix E (a), (b), (c) the static system has been inspected and is approved for return to service.

In compliance with FAR 91.413, appendix: F (a - j). I certify that the Transponder and installation make: Garmin, Model GTX 330, s/n: 84147268, and Garmin GDC 74A Air data computer s/n 20618377 meet all the requirements.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair/inspection are on file at the Repair Station under this work order:

WO # FMC0201800118 Date: 01/15/2018

Signed: [Redacted] Repair Station N3XR816N.

| |
|------------------------------|
| Jacques DITPhilippe, ERAU 25 |
| N3XR816N 8434 |

NEW AND SERVICEABLE

PARTS TAGS

AIRFRAME MAINTENANCE LOG

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
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|--------------------|------------------------------|
| AIRFRAME N106ER | ACFT: 7548.0 TACH: 4529.1 |
|--------------------|------------------------------|

Complied with A.D. 2018-02-05 by completing S.B. 1309 dated 10 Oct 17. Placards are correctly installed on fuel selector panel. No further issues noted. Aircraft returned to service. Work Order: RMS 2018 00388, Date: 25 Jan 18

Signature:
Samps B. Ford RFA-010

This aircraft has been updated with NavData
 Cycle: 1802 Which Expires: 03/01/18
 ACFT: 7556.9 Tach Time: 4538.0
 WO#: 2018 00483 Dated 01/30/18

Signature:
 106 FAA Repair Station: N3XR816N



I certify that this AIRCRAFT-FA28R (N106ER) has been inspected in accordance with an ANNUAL Inspection and was found to be in an airworthy condition.
 Time in Service : 7567.4

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|-------------------|--------|
| A/C TOTAL TIME : | 7567.4 |
| ENG TOTAL TIME : | 5186.4 |
| ENG T.S.M.O.H. : | 1159.6 |
| TACH TIME : | 4548.5 |
| PROP T.S.M.O.H. : | N/A |
| PROP TOTAL TIME : | 1795.1 |

Complied with: ANNUAL Inspection.
 Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Piper (08-2018). Complied with: S. B. 636 (Ignition switch). C/W Piper SB1156 by replacing bushings & bolt. C/W Piper SB1313 (stab trim pulley bracket), no defects noted. Cleaned, insp, and repacked LT&RT wheel bearings. Lubed stab trim actuator. C/W hydraulic fluid contamination check. Replaced overhead fresh air vent/light/speaker panel, altimeter post light bulb, engine control quadrant cover, throttle control rod end at servo, and nose tire w/ shop build-up assy. Re-torqued stab hinge bolts. Performed retraction test and emergency gear extension.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: WO # RMS 2018 00634 Date: 07 FEB 2018

Signed: Repair Station N3XR816N Steve Johnson BRAU

NOV 2018 760

AIRFRAME MAINTENANCE LOG

| | | | |
|-------------|----------------------|---|---|
| DATE | TAC HOBB TIME | AIRFRAME N106ER Complied with P.O.H. Revision VB-1612-29 by installing update in POH. No further issues noted. Aircraft returned to service. Work Order: RMS 2018 00686(g) Date: 08 Feb 18 Signature: | DESCRIPTION OF WORK PERFORMED. E ENDORSED WITH REPAIR STATION NUMBER OR CERTIFICATE NUMBER OF PERSON PERFORMING WORK |
|-------------|----------------------|---|---|

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

N106ER
 Total Time: 7612.7
 Tach Time: 0.0
 Removed tachometer p/n 599-282 s/n 41941 and installed new tachometer p/n 599-282 s/n 45761. Performed ground engine run up and checked accuracy of new tachometer with tru-tach. Verified new tachometer accuracy and noted no defects. Updated C-list data and tach times for newly installed tachometer. Aircraft is ok for return to service.
 The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this work order: **WO # RMS 2018 01077** Date: **02/27/18**

Signed: Repair Station N3XR816N.

Daniel Stinelli ERAU 44
N3XR816N 9244

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

| | | |
|---|---|---|
| AIRFRAME-PA28R N106ER Time in Service: 7613.4 | Korey Davidson ERAU 45 N3XR816N 1619 | A/C TOTAL TIME: 7613.4 ENG TOTAL TIME: 5232.4 ENG T.S.M.O.H.: 1205.6 TACH TIME: 0.7 PROP T.S.M.O.H.: N/A PROP TOTAL TIME: 1751.1 |
|---|---|---|

Complied with **EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECKLIST**.
 Inspected and serviced hydraulic fluid, battery, and tire pressure as needed. Inspected interior & exterior lighting, cabin, fuselage, empennage, wings, landing gear, brake linings, brake calipers, and engine compartment for general condition and signs of excess wear. Tested HLT and noted no issues. Dressed propeller. No other defects noted, aircraft ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: **WO # RMS 2018-01056** Date: **2/27/18**

Signed: Certified Repair Station N3XR816N.

This aircraft has been updated with NavData
 Cycle: 1803 Which Expires: 03/29/18
 AC TT: **7617.9** Tach Time: **5.2**
 WO#: 2018 01101 Dated 03/01/18

Signature:
 106 FAA Repair Station: N3XR816N

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

AIRFRAME-PA28R
N106ER
 Time in Service: 7627.6
 Tach Time: 14.9

Removed attitude indicator P/N: 598-556 S/N: 21J0552G and installed P/N: 598-556 S/N: 22F0500G. Performed operational check with the standby vacuum pump. No further defects noted. Performed engine run-up; all systems within normal parameters. No other defects noted. Aircraft Ok for return to service.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair / inspection are on file at the Repair Station under this work order: **WO # RMS 2018 01143**



Date: **3 Mar 2018**

KORRY NOYES
N3XR816N Station N3XR816N.

Signed:

EABLE

NEW AND SERVICEABLE PARTS TAGS

| DATE | TACH OR HOBBS TIME : | DESCRIPTION OF WORK PERFORMED. ALL DATA MUST BE ENDORSED WITH REPAIR STATION NUMBER C SIGNATURE AND CERTIFICATE NUMBER OF PERSON PERFORMING W | | | | | | | | | | | | |
|-------------------|----------------------|--|------------------|--------|------------------|--------|------------------|--------|-------------|------|-------------------|-----|-------------------|--------|
| | |  <p>N106ER Total Time: 7634.1 Tach Time: 21.4</p> <p>Replaced NG up switch actuator. Performed retraction tests, no defects noted. Work accomplished in accordance with PA28R Service Manual, section 32-60-00, para 1(B).</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is accepted for return to service. Pertinent details of the repair/inspection are on file at the Repair Station.</p> <p>Signed: [Redacted] Order: WO # RMS 2018 01128 Date: 06 MAR 2018 Repair Station N3XR816N.</p> <p style="text-align: right; border: 1px solid black; padding: 5px;">DARYL SWANEY N3XR816N</p> | | | | | | | | | | | | |
| | |  <p>I certify that this AIRCRAFT-PA28R (N106ER) has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. Time in Service : 7662.3</p> <p>Complied with: ANNUAL inspection.</p> <p>Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2018). Complied with: S. B. 636 (Ignition switch). freed AND lubed RMG downlock hook. Secured pilots mic jack. Replaced LT brake pads, cabin door stop, cabin door upper&lower hinge bolts, RT aileron bonding strap, fuel gascolator ball wire, oil door doubler, lower cowl bushings, gov rod end, aft muffler, aft exhaust heat shroud, oil cooler duct, and LT&RT tires w/ shop build-up assemblies. Adjusted aileron cable tension. Secured LT&RT rudder pedal support brackets. Replaced vac pump; AA3215CC, s/n off: 0A9Y08, s/n on: 0BWP17. Performed retraction test and emergency gear extension.</p> <p>The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station.</p> <p>Signed: [Redacted] Order: WO # RMS 2018 01505 Date: 22 MAR 2018 Repair Station N3XR816N.</p> <table border="1" data-bbox="1250 1312 1534 1480"> <tr><td>A/C TOTAL TIME :</td><td>7662.3</td></tr> <tr><td>ENG TOTAL TIME :</td><td>5281.3</td></tr> <tr><td>ENG T.S.M.O.H. :</td><td>1254.5</td></tr> <tr><td>TACH TIME :</td><td>49.6</td></tr> <tr><td>PROP T.S.M.O.H. :</td><td>N/A</td></tr> <tr><td>PROP TOTAL TIME :</td><td>1800.0</td></tr> </table> <p style="text-align: right; border: 1px solid black; padding: 5px;">Steve Johnson ERAU 9 N3XR816N 7691</p> | A/C TOTAL TIME : | 7662.3 | ENG TOTAL TIME : | 5281.3 | ENG T.S.M.O.H. : | 1254.5 | TACH TIME : | 49.6 | PROP T.S.M.O.H. : | N/A | PROP TOTAL TIME : | 1800.0 |
| A/C TOTAL TIME : | 7662.3 | | | | | | | | | | | | | |
| ENG TOTAL TIME : | 5281.3 | | | | | | | | | | | | | |
| ENG T.S.M.O.H. : | 1254.5 | | | | | | | | | | | | | |
| TACH TIME : | 49.6 | | | | | | | | | | | | | |
| PROP T.S.M.O.H. : | N/A | | | | | | | | | | | | | |
| PROP TOTAL TIME : | 1800.0 | | | | | | | | | | | | | |

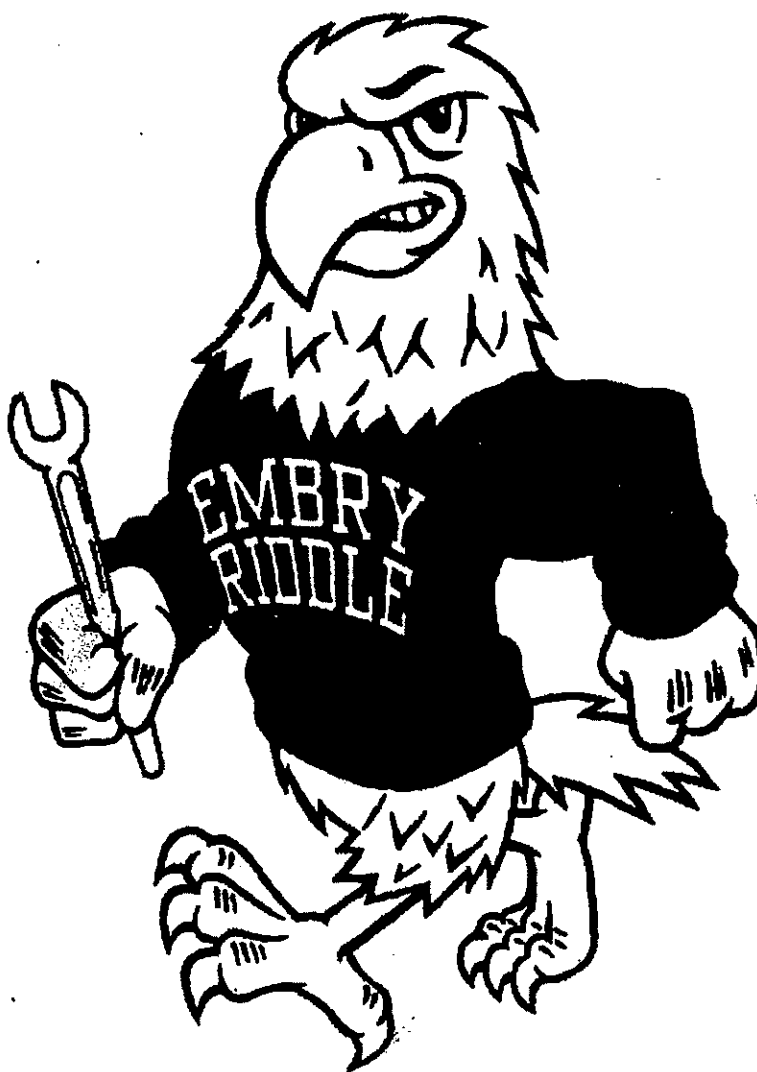
N106ER

Annual Inspection March 22, 2018

N# N106ER
W/O# 2018 01505
DATE: 3-21-18

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
PA28R-201
100 HOUR / ANNUAL INSPECTION

Manual Rev. Date: March 04, 2011
Serial Number's 2844001 and up



PIPER AIRCRAFT
ANNUAL / 100 HOUR INSPECTION

| | |
|-------------------------------|--------------------------------|
| AIRCRAFT SERIAL NUMBER | REGISTRATION NUMBER |
| 2844137 | N106ER |
| ENGINE SERIAL NUMBER | PROPELLER SERIAL NUMBER |
| L-33719-51E | 120537 |

INSPECTION CRITERIA

- (a) **MOVEABLE PARTS** for: lubrication, servicing, security of attachment, binding, excessive wear, safetying, proper operation, proper adjustment, correct travel, cracked fittings, security of hinges, defective bearings, cleanliness, corrosion, deformation, sealing and tension.
- (b) **FLUID LINES AND HOSES** for: leaks, cracks, dents, kinks, chaffing, proper radius, security, corrosion, deterioration, obstruction and foreign matter.
- (c) **METAL PARTS** for: security of attachment, cracks, metal distortion, broken spot welds, corrosion, condition of paint and any other apparent damage.
- (d) **WIRING AND ELECTRICAL COMPONENTS** for: security, chaffing, burning, defective insulation, loose or broken terminals heat deterioration and corroded terminals.
- (e) **BOLTS IN CRITICAL AREAS** for: correct torque in accordance with torque values given in the chart in Service Manuals, when installed or when visual inspection indicates the need for a torque check. Apply new torque seal after changes. **NOTE:** refer to current maintenance manuals for torque applications.
- (f) **FILTER, SCREENS & FLUIDS** for: cleanliness, contamination and /or replacement at specified intervals.

A. AIRCRAFT FILE/REQUIRED DOCUMENT

TECH

- 1. Aircraft Airworthiness Certificate (FAA Form 8100-2).....
- 2. Aircraft Registration Certificate (FAA Form 8050-3).....
- 3. Aircraft Radio License, if required (FAA Form 556).....
- 4. POH, Weight and Balance, and associated papers (Latest copy of the Repair and Alteration Form, FAA Form 337, if applicable).....
- 5. Aircraft Equipment List.....
- 6. Aircraft Log Book and Engine Log Book.....
- 7. Review latest Airworthiness Bi-weekly: Bi-Weekly #2018-06
- 8. Record following:

| | |
|-------------------|---------------|
| TOTAL A/C TIME | <u>7662.3</u> |
| ENGINE TOTAL TIME | <u>5281.3</u> |
| ENGINE T.S.M.O.H. | <u>1254.5</u> |
| TACH TIME | <u>49.6</u> |
| PROP T.S.M.O.H. | <u>N/A</u> |
| PROP TOTAL TIME | <u>1800.0</u> |

B. PROPELLER GROUP

TECH

WARNING: USE EXTREME CAUTION WHEN ROTATION PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER, ENSURE BOTH MAGNETO SWITCHES ARE OFF.

- 1. Inspect spinner and back plate for cracks.....
- 2. Inspect blade for nicks and cracks.....
- 3. Inspect for grease and oil leaks.....
- 4. Lubricate propeller per Lubrication Chart, 12-20-00.....
- 5. Inspect complete spinner and spinner mounting bulkheads, for security, chaffing, cracks, deterioration, wear, and correct installation.....
- 6. Inspect propeller mounting bolts and safety. (Check torque if safety is broken).....
- 7. Inspect hub parts for cracks and corrosion.....
- 8. Rotate blades of propeller and check for tightness in hub pilot tube.....
- 9. Inspect complete propeller assembly for security, chaffing, deterioration, wear, and correct installation

C. ENGINE GROUP

TECH

- 1. Remove engine cowling and inspect for damage. (See Note 18.).....
- 2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners.....
- 3. Drain oil sump while engine is warm.....
- 4. Clean oil suction and oil pressure strainers at oil change (Inspect strainers for foreign particles).....
- 5. Change full flow (cartridge type) oil filter element. (Inspect element thoroughly for foreign particles).....
- 6. Inspect oil temperature sender unit for leaks and security.....
- 7. Inspect oil lines, hoses, and fittings for leaks, security, chaffing, dents, and cracks.....
- 8. Clean and inspect oil radiator cooling fins. Verify that radiator remains undamaged.....
- 9. Fill engine with oil per Lubrication Chart, 12-20-00.....

CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID. (REFER TO LATEST REVISION TEXTRON LYCOMING SERVICE INSTRUCTION NO. 1221).

C. ENGINE GROUP (cont)

TECH

- 10. Clean engine with approved solvents. (See Note 17.) FB
- 11. Check cylinder compressions. (See latest revision of Lycoming Service Instruction No. 1191.) me
 - 1) 78/80
 - 2) 78/80
 - 3) 78/80
 - 4) 78/80
- 12. Inspect cylinders for cracked or broken fins. (Read Note 11.) me
- 13. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket(s); Torque cover screws 50 inch-pounds. me
- 14. Inspect condition of spark plugs. Clean and adjust as required; adjust per latest revision of Lycoming Service Instruction No. 1042. (See Note 9.) TA
- 15. Inspect spark plug harness leads and ceramics for corrosion and deposits. TA
- 16. Inspect ignition harness and insulators for high tension leakage and continuity. me
- 17. Inspect magneto points for condition and proper clearance. (See 74-10-00). me
- 18. Inspect magneto seals for oil leaks. me
- 19. Check magneto to engine timing. me
- 20. Inspect engine compartment wiring for condition and security. me
- 21. Remove air filter and tap gently to remove dirt particles. Replace as required. (See Note 24.) me
- 22. Clean fuel injector inlet line screen and fuel strainer. (See Note 22.) me
- 23. Inspect condition of injector, alternate air door and induction airbox
Check alternate air door and hinges for excessive wear and cracks. (See Notes 8 and 27) FB
- 24. Inspect vent lines for evidence of fuel or oil seepage. FB
- 25. Inspect intake seals for leaks and for tight clamps. FB
- 26. Inspect all air inlet duct hoses. Replace as required. FB
- 27. Inspect condition of flexible fuel lines. FB
- 28. Inspect fuel system for leaks. (See Note 32.) FB
- 29. Inspect engine driven and electric fuel pumps for operation (See Note 7.) FB
- 30. If installed, inspect vacuum system hoses, lines, wire harness, and clamps for condition.
Operationally test engine-driven and auxiliary electric vacuum pumps. (See Notes 10 and 46, 57)... FB
- 31. Inspect throttle, alternate air, mixture, propeller, and governor controls for security, travel, and operating condition. me
- 32. Inspect exhaust stacks, connections, and gaskets. Replace as required. me
- 33. Inspect muffler system, heat exchange, and baffles per 100 Hour Inspection, 78-00-00. me
- 34. Inspect breather tube for obstructions and security. FB
- 35. Inspect crankcase for cracks, leaks, and security of seam bolts. me
- 36. Inspect engine mounts for cracks and loose mountings. FB
- 37. Inspect all engine baffles. FB
- 38. Inspect rubber engine mount bushings for deterioration.
(Replace as required or at engine overhaul.) FB
- 39. Inspect firewall seals. FB
- 40. Lubricate alternator idler pulley; remove front grease seal and add grease. (See Lubrication Chart, 12-20-00.) (Disregard if sealed bearing is installed.) FB
- 41. Inspect condition of alternator and starter. me
- 42. Inspect security of alternator mounting. me
- 43. Inspect condition and tension of alternator drive belt. (See 24-30-00, and if air conditioner installed, 21-50-00.) me
- 44. If installed, inspect Standby Alternator per 100HR stdby alternator inspection, 24-30-00. FB
- 45. IF installed, inspect condition of A/C compressor belt and tension. (See adjusting Drive Belt Tension, 21-50-00.) FB
- 46. If installed, check A/C compressor oil level. (See Note 13.) FB
- 47. If installed, inspect A/C compressor clutch security and wiring. FB
- 48. If installed, inspect A/C compressor mounting for cracks, corrosion and security. FB
- 49. Check fluid in brake reservoir. Fill as required. me
- 50. Inspect and lubricate all controls. (See Lubrication Chart, 12-20-00, and note 17). FB
- 51. Install engine cowling. FB

D. CABIN AND COCKPIT GROUP

TECH

1. Check for required placards as specified in Section 2 of the POH..... *SP*
2. Inspect cabin entrance door and window for damage, operation, and security. (See Note 33)..... *SP*
3. Inspect windows for scratches, crazing, and condition..... *SP*
4. Check window and door seals for deterioration, cracks, and voids..... *SP*
5. Inspect upholstery for tears..... *SP*
6. Inspect seats, seat belts, shoulder harnesses, security brackets, and bolts.
(See Restraint System Inspection, 25-10-00)..... *SP*
7. Inspect trim operation..... *SP*
8. Inspect rudder pedals. (See Note 28.)..... *SP*
9. Inspect parking brake valve and brake handle for operation and cylinder leak..... *SP*
10. Inspect control wheels, column, pulleys, chain, and cables. (See Notes 16,23, 25, and 41.)..... *SP*
11. Inspect flap control cable attachment bolt..... *SP*
12. Check landing, navigation, strobe, cabin, and instrument lights. (See Note 34.)..... *SP*
13. Inspect instruments, lines, and attachments. (See Notes 26 and 35.)..... *SP*
14. Inspect gyro-operated instruments and electric turn and bank. Overhaul or replace as required..... *SP*
15. Replace central air filter..... *C-list*
16. If installed, replace vacuum regulator filter element..... *MSH*
17. Inspect static system, altimeter, and transponder for installation/certification per latest
revision of AC43.13-1 and current test/inspection per FAR's 91.411 and 91.413, respectively.
(See Note 12.)..... *C-list*
18. Inspect and test ELT per FAR 91.207. (See Testing ELT, 25-60-00.)..... *SP*
19. Inspect operation of fuel selector valve..... *SP*
20. Inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents
operation of lever when closed..... *N/A*
21. Inspect condition of heater controls and ducts..... *SP*
22. Inspect condition and operation of air vents..... *SP*
23. If installed, inspect condition of air conditioner ducts..... *SP*
24. If installed, remove and clean air conditioner evaporator filter..... *N/A*
25. If installed, inspect portable fire extinguisher minimum weight as specified on nameplate..... *SP*

E. FUSELAGE AND EMPENNAGE GROUP

TECH

1. Remove inspection plates and panels..... *SP*
2. Inspect forward and aft wing attach fittings for corrosion, general condition, and security
(See Note 20.)..... *SP*
3. Inspect baggage door, latch, and hinges for condition operation, and security..... *SP*
4. Inspect battery, box, and cables for corrosion, damage, frayed cables, and loose terminals
(See 24-30-00.)..... *SP*
5. Inspect all electronic components for security..... *SP*
6. Inspect skins, bulkheads, frames, and stringers for damage, irregularities, or structural defects
(i.e. - skin cracks, distortion, dents, corrosion, and loose or missing rivets). (See Note 30..... *SP*
7. Inspect antenna mounts, electrical wiring, and connectors for condition, security, and corrosion..... *SP*
8. Check hydraulic pump fluid level. (Service as required.)..... *SP*
9. Inspect hydraulic pump lines and hoses for damage and leaks..... *SP*
10. If installed, inspect air conditioner system for refrigerant leaks..... *N/A*
11. If installed, check refrigerant charge in sight gauge of receiver-dehydrator. (See 21-50-00.)..... *N/A*
12. If installed, inspect air conditioner condenser air scoop rigging..... *N/A*
13. Inspect fuel lines, hoses, valves, sender units, and gauges for damage and operation..... *SP*
14. Inspect security of all hoses and lines..... *SP*
15. Inspect vertical fin for surface damage or irregularities (i.e. - skin cracks, distortion, dents,
corrosion, and excessive paint build up); Structural defects (i.e. - loose or missing rivets);
structural imbalance; and attachment points for missing or worn hardware..... *SP*

E. FUSELAGE AND EMPENNAGE GROUP (cont.)

TECH

- 16. Inspect rudder for surface damage or irregularities (i.e. – skin cracks, distortion, dents corrosion, and excessive paint built up); structural defects (i.e. – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware..... MSH
- 17. Inspect rudder hinges, horn, and attachments for damage and operation..... MSH
- 18. Inspect rudder control stops to ensure stop has not become lose and jamb nut is tight..... MSH
- 19. Inspect rudder hinge bolts for excess wear. Replace as required..... MSH
- 20. Inspect stabilator and trim tab for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware..... MSH
- 21. Inspect stabilator and tab hinges, horn, and attachments for damage and operation..... MSH
- 22. Inspect stabilator and trim tab hinge bolts and bearings for excessive wear. Replace as required... MSH
- 23. Inspect stabilator control stops to ensure stop has not become loose and that the locknuts are tight. MSH
- 24. Inspect stabilator attachments and attach brackets for corrosion and security. (See Stabilator Attach Brackets Corrosion Inspection, 55-10-00.)..... MSH
- 25. Inspect stabilator trim mechanism..... MSH
- 26. Clean and lubricate stabilator trim drum screw.(See Lubrication Chart, 12-20-00.)..... MSH
- 27. Inspect rudder, stabilator, and stabilator trim cable tensions per 27-00-00, Chart 2. Use a tensiometer..... MSH
- 28. Inspect aileron, rudder, stabilator, and stabilator trim cables; and cable terminals, turnbuckles, guides, fittings, and pulleys for safety, condition, and operation. (See Notes 16 and 19.)..... MSH
- 29. Inspect stabilator balance weight attachments and arm for security and condition. (See Note36.)... MSH
- 30. Inspect ELT battery for condition / date (04-18) per FAR 91.207. (See Note 21.)..... MSH
- 31. Inspect ELT installation and antenna for condition and security. Replace antenna if bent or damaged..... MSH
- 32. Lubricate per Lubrication Chart, 12-20-00..... MSH
- 33. Inspect vertical fin-tip strobe, if installed, for security and operation..... MSH
- 34. If installed, inspect security of autopilot bridle cable clamps. (See Note16 and 51.)..... N/A
- 35. Inspect all control cables, air ducts, electrical leads, harnesses, lines, radio antenna leads, and attaching parts for security, routing, chaffing, deterioration, wear, and correct installation. (See Notes 37 and 44.) (See 100 Hour Inspection, 51-80-00.)..... MSH
- 36. Install inspection plates and panels..... MSH

F. WING GROUP

TECH

- 1. Remove inspection plates and fairings..... MSH
- 2. Inspect wing surfaces and tips for damage, loose rivets, and condition of wing walkway. (See Notes 31 and 48.)..... MSH
- 3. Inspect ailerons for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint buildup); structural defects (i.e. – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware..... MSH
- 4. Inspect aileron balance weight and arm for security and condition..... MSH
- 5. Inspect aileron cable tensions per 27-00-00, Chart 2. Use a tensiometer..... MSH
- 6. Inspect aileron cables and cable terminals, turnbuckles, guides, pulleys, fittings, and bellcranks for safety, condition, and operation. (See Note16.)..... MSH
- 7. Inspect aileron control stops to ensure stops have not become loose and that locknuts are tight..... MSH
- 8. Inspect flaps for surface damage or irregularities (i.e. – skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. – loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware..... MSH

F. WING GROUP (cont.)

TECH

- 9. Inspect condition of bolts used with flap hinges. Replace as required..... MSH
- 10. Lubricate per lubrication chart, 12-20-00..... MSH
- 11. Inspect forward and aft wing attach bolts and fittings for corrosion, condition and security..... MSH
- 12. Retorque wing aft spar attach bolts per Wing Aft Spar-to-Fuselage Attachment Hardware
100 Hour Inspection, 57-40-00..... MSH
- 13. Inspect wing spar to fuselage attachment bolts and brackets..... MSH
- 14. Inspect fuel tanks and lines for leaks, water, and contamination..... MSH
- 15. Ensure that fuel tanks are marked for minimum octane rating..... MSH
- 16. Inspect the fuel tank vents for kinks, cracks, or obstructions..... MSH
- 17. Inspect all control cables, air ducts, electrical leads, hoses, lines, and attaching parts for security,
routing, chaffing, deterioration, wear, and correct installation. (See Note 16.)..... MSH
- 18. Install inspection plates and fairings..... MSH

G. LANDING GEAR GROUP

TECH

- 1. Check oleo struts for proper extension and evidence of fluid leakage.
(See Landing Gear, 12-10-00)..... MSH
- 2. Inspect nose gear steering control and travel..... MSH
- 3. Inspect wheels for alignment..... MSH
- 4. Lift aircraft on jacks. (See 7-10-00)..... MSH
- 5. Inspect tires for cuts, uneven or excessive wear, and slippage..... MSH
- 6. Remove wheels; clean, inspect, and repack bearings..... MSH
- 7. Inspect wheels for cracks, corrosion, and broken bolts..... MSH
- 8. Check tire pressures. (See Chart 1, 06-00-00.) Main: 30 psi, Nose: 27 psi..... MSH
- 9. Inspect brake linings and discs for condition and wear..... MSH
- 10. Inspect brake backing plates..... MSH
- 11. Inspect brake and hydraulic lines for leaks, loose fittings, or cracks..... MSH
- 12. Inspect shimmy dampener..... MSH
- 13. Inspect gear forks for damage..... MSH
- 14. Inspect gear struts, attachments, torque links, retraction links, and bolts for condition and security.
(See Note 62)..... MSH
- 15. Inspect down-lock for operation and adjustment..... MSH
- 16. Inspect torque link bolts and bushings. Re-bush as required..... MSH
- 17. Inspect drag and side brace link bolts. Replace as required..... MSH
- 18. Inspect gear doors and attachments..... MSH
- 19. Check warning horn and light for operation..... MSH
- 20. Inspect actuation cylinders for leaks and security. (See Note 6, 29, and 38.)..... MSH
- 21. Conduct Landing Gear Extension and Retraction Functional Test, 32-30-00
Verify complete function and operation.
Inspect doors for clearance and operation..... MSH
- 22. Inspect hydraulic lines, hoses, and attaching parts for condition and security (i.e. - routing,
chaffing, damage, wear, etc.)..... MSH
- 23. Inspect all electrical harnesses, leads, and switches for security, routing, chaffing, deterioration,
wear, and correct installation..... MSH
- 24. Lubricate per Lubrication Chart, 12-20-00..... MSH
- 25. Ensure landing gear is down and locked; remove airplane from jacks..... MSH

H. SPECIAL INSPECTION

- 1. See 5-30-00..... MSH

I. OPERATIONAL INSPECTION

TECH/TECH

- 1. Check fuel pump and fuel tank selector.....
- 2. Check fuel quantity, pressure, and flow indications.....
- 3. Check oil pressure and temperature indications.....
- 4. Check alternator performance.....
- 5. Check manifold pressure indications.....
- 6. Check alternate air operation.....
- 7. Check parking brake operation.....
- 8. Check engine driven vacuum gauge indication, if installed.....
- 9. Check gyros for noise and roughness.....
- 10. Check cabin heater operation.....
- 11. Check magneto switches operation.....
- 12. Check each magneto RPM variation; drop, etc.....
- 13. Check throttle and mixture operation.....
- 14. Check propeller operation and smoothness.....
- 15. Check propeller governor operation and reaction.....
- 16. Check engine idle operation.....
- 17. Check electronic equipment operation.....
- 18. Check automatic pitch trim and manual/electric trim operation. (Read Note 15.).....
- 19. If installed, check air conditioner compressor clutch operation.....
- 20. If installed, check air conditioner condenser scoop operation.....
- 21. Check operation of gear retraction and extension.....
- 22. After shutdown, check auxiliary driven vacuum gauge indication, if installed.....

J. NOTES

- 1. Refer to Piper's Customer Service Information Aerofiche (P/N: 1753-755), for latest revision dates to Piper Inspection Reports/Manuals and this maintenance manual. References to Chapter/Section are to the appropriate Chapter/Section in this manual.

WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THIS AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.

- 2. Inspections or operations are to be performed as indicated by a "_____" at the 100 hour interval. Inspections or operations (i.e. - component overhauls/replacements, etc.) required outside the 100 hour cycle are listed as special inspections in section 5-30-00. Inspections must be accomplished by persons authorized by the FAA.
 - (a) The 50 hour inspection accomplishes preventive maintenance, lubrication and servicing as well as inspection critical components.
 - (b) The 100 hour inspection is a complete inspection of the airplane identical to an annual inspection.

NOTE: A log book entry should be made upon completion of any inspections.

- 3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N: 762-332 or Service Bulletin/Service Letter Aerofiche Set P/N: 1762-331 to verify latest revision.

4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Inspections given for the power plant are based on the engine manufacturer's operator's manual (Lycoming Part No. 60297-12) for this airplane. Any changes issued to the engine manufacturer's manual shall supersede or supplement the inspections outlined in the report. Should fuel other than the specified octane rating for the power plant be used, refer to the latest revision of Lycoming Service Letter No. L185 for additional information and recommended service procedures.
6. In S/N's 2844001 thru 2844013 only, verify compliance with Piper Service Bulletin No. 1023
7. Replace engine driven fuel pumps at engine overhaul. For recommended engine overhaul period, refer to latest revision of Lycoming Service Instruction No. 1009.
8. Check throttle body attaching screws for tightness; the correct torque for these screws is 40 to 50 inch pounds. The 50 hour alternate air door/induction airbox inspection is visual as installed. Check that air door seals are tight and hinge is secure. Ascertain that the spring tension of the door is sufficient to keep the door closed at full engine RPM in normal operation, but allows the door to be drawn open if there is an air stoppage. Manually check that the door is not sticking or binding. At 100 hour intervals and annual inspection, remove complete alternate airbox assembly from injector and remove induction air duct. Clean airbox thoroughly. Inspect for cracks, worn rivets, and worn parts. Replace defective parts.
9. Rotate spark plugs from upper to lower position and vice-versa to lengthen plug service life.
10. In S/N's 2844001 thru 2844013 only, verify compliance with Piper Service bulletin No. 1026.
11. Check cylinders for evidence of excessive heat which is indicated by burned paint on the cylinders. This condition is indicative of internal damage to cylinder(s) and, if found, its cause must be determined and corrected before the aircraft is returned to service. Heavy discoloration and appearance of seepage at the cylinder head barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for awhile. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder must be replaced.
12. If the altimeter is damaged, defective or inaccurate, work must be done by an FAA approved instrument repair facility only. A logbook entry must be made.
13. The compressor oil level should not be checked unless the system has been opened, or a refrigerant leak occurred which requires adding refrigerant to the system.
14. Not used.
15. Refer to Pilot's Operation Handbook supplement for preflight and flight check, and for intended function in all modes.
16. Examine cables for broken strands by wiping them with a cloth for their entire length. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace any damaged or frayed cables.
 - (a) See Control Cable Inspection, 27-00-00, or the latest edition of FAA AC 43.13-1.
 - (b) At fifteen (15) years time-in-service, begin Cable Fittings 100 Hour Special Inspection (27-00-00).
17. Ensure after cleaning engine that all rod end bearings are lubricated with at least 3 drops of 100W motor oil.
18. Inspect Teflon bushing (lower to upper cowling attachment) for condition at each 100 hours. Replace bushing on condition, but no later than 500 hours time-in-service. Inspect pin for condition and replace as necessary.
19. Special care should be taken to inspect stabilator control cables beneath aft baggage compartment floor.
20. Remove access panels in baggage compartment floor and inspect wing rear attach fittings for corrosion, general condition, and security.
21. In S/N's 2844001 thru 2844013 only, verify compliance with Piper Service Bulletin 1020.
22. In S/N's 2844016 thru 2844019 only, verify compliance with Piper Service Bulletin 1037.
23. In S/N's 2844001 thru 2844024 only, verify compliance with Piper Service Bulletin 1040.
24. In S/N's 2844001 thru 2844031 only, verify compliance with Piper Service Bulletin 1041.
25. In S/N's 2844001 and up, verify compliance with Piper Service Bulletin 1048.
26. In S/N's 2844049 thru 2844054 only, verify compliance with Piper Service Bulletin 1083C.
27. In S/N's 2844001 thru 2844070 only, verify compliance with Piper Service Bulletin 1118.
28. In S/N's 2844001 thru 2844075 only, verify compliance with Piper Service Bulletin 1119.

J. NOTES (Cont.)

29. In S/N's 2844001 thru 2844073 only, verify compliance with Parker Hannifin Service Bulletin 7073 latest revision per Piper Vendor Service Publication 137A.
30. In S/N's 2844092 thru 2844098 only, verify compliance with Piper Service Bulletin 1141.
31. In S/N's 2844040 thru 2844076, 2844078 thru 2844083 and 2844086; and in S/N's 2844001 thru 2844039 if replacement ribs have been installed, verify compliance with Piper Service Bulletin 1122.
32. In S/N's 2844001 thru 2844097 only, verify compliance with Piper Service Bulletin 1134.
33. In S/N's 2844001 only, verify compliance with Piper Service Bulletin 996.
34. In S/N's 2844001 only, verify compliance with Piper Service Bulletin 991A.
35. In S/N's 2844028 and 2844040 thru 2844085 only, verify compliance with Piper Service Bulletin 1135.
36. In S/N's 2844096, 2844097, 2844099 and 2844101 only, verify compliance with Piper Service Bulletin 1137
37. In S/N's 2844001 thru 2844113 only, verify compliance with Piper Service Bulletin 1029A.
38. In S/N's 2844001 thru 2844096 only, verify compliance with Parker Hannifin Service Bulletin No. 7076 per Piper Vendor Service Publication No. 155.
39. In S/N's 2844001 and up, verify initial compliance with Piper Service Bulletin No. 978A.
40. Torque aft wing attach bolts per Figure 1, 57-40-00.
41. In S/N's 2844014 thru 2844104 only, verify compliance with Piper Service Bulletin 1139A. See also AD 04-14-12.
42. In S/N's 2844001 and up, verify compliance with Piper Service Letter No. 1087.
43. In S/N's 2844116 and up, for airplanes delivered from the factory in bare metal, verify compliance with Piper Service Letter 1089.
44. In S/N's 2844001 and up, for aircraft equipped with the Avidyne FlightMax Entegra EFIS and exported to an EASA member state, verify compliance with Piper Service Bulletin 1162B.
45. In S/N's 2844108 thru 2844111 only, verify compliance with Piper Service Bulletin 1151E.
46. In S/N's 2844107 thru 2844112 only, verify compliance with Piper Special Advisory No. 28R-01.
47. In S/N's 2844116 and up, verify compliance with Avidyne Service Alert SA-05-001 per Piper Vendor Service Publication No. 172.
48. In S/N's 2844001 thru 2844127 only, verify compliance with Piper Service Bulletin 1161.
For airplanes which have not installed Piper Kits 767-397(LH) and 767-398(RH) or do not have wing rib assemblies at W.S. 49.25 with date codes of 8313 or higher (i.e.~manufactured circa July 2005 or later), conduct 100 HOUR Wing Rib Inspection, 57-10-00.
49. For any Lycoming engine model IO-360 manufactured, rebuilt, overhauled, or repaired after March 1, 1999, verify compliance with Lycoming Service Bulletin No. 566 Supplement 1, per Piper Vendor Service Publication No. 170A.
50. In S/N's 2844001 thru 2844113 with Avidyne Entegra EFIS, verify installation of Piper Kit No. 88410-002 per Piper Service letter No. 1103.
51. For all airplanes which have autopilot pitch servo P/N's 0107 or 0108 purchased and installed after November 1, 2005, verify compliance with S-TEC Service Bulletin SB 06-001 per Piper Vendor Service Publication No. 175.
52. In S/N's 2844116 and up with Avidyne Entegra EFIS, verify compliance with Avidyne Service Bulletin 601-00006-067 per Piper Service Publication No. 182.
53. For any Lycoming engine model IO-360 manufactured, rebuilt, overhauled, or repaired after March 1, 1997, verify compliance with Lycoming Service Bulletin No. 569 per Piper Vendor Service Publication no. 174.
54. In S/N's 2844116 and up with Avidyne Entegra and Garmin GNS 430W or GNS 530LW installed, verify compliance with Avidyne Service Bulletin 601-00006-075 per Piper Vendor Service Publication No. 183.
55. In S/N's 2844001 thru 2844133, for airplanes which have field installed a Sky-Tec PM model starter (i.e.~149-12PM) only, verify compliance with Lycoming Service Bulletin 577 per Piper Vendor Service Publication No. 184.

J. NOTES (Cont.)

56. In S/N's 2844116 and up with Avidyne Entegra, verify compliance with Avidyne Service Alert SA-08-001 per Piper Service Publication No. 184.
57. For airplanes equipped with Airborne dry (vacuum) pumps, verify compliance with Parker Hannifin/Airborne Service Letter No. 72.
58. Verify compliance with Lycoming Service Bulletin No. 583A per Piper Vendor Service Publication No. 196.
59. Verify compliance with Lycoming Service Bulletin No. 584B per Piper Vendor Service Publication No. 197A.
60. Verify compliance with Lycoming Service Bulletin No. 116B per Piper Vendor Service Publication No. 116B.
61. In S/N's 2844001 thru 2844138 only, verify compliance with Piper Service Bulletin No. 1197A.
62. In S/N's 2844128 thru 2844129 only, verify compliance with Piper service bulletin No. 1178.
63. In S/N's 2844126 thru 2844132 only, verify compliance with Piper Service bulletin No. 1187.

**DISCREPANCY AND CORRECTIVE ACTION
COMPLIANCE FORM**

ENGINE

AIRCRAFT: N106ER

INSPECTION DUE: Annual

DATE: 21-Mar-18

W/O#.: RMS 2018 01505

| ITEM# | DISCREPANCY | CORRECTIVE ACTION | TECH | INSP | TIME |
|-------|---|---|------|------|------|
| 1 | Take oil sample. | Sample Taken | me | fu | |
| 2 | Comply with compression test. Results: | 1) 78 180 2) 78 180 3) 78 180 4) 78 180 | me | fu | |
| 3 | Cut and inspect old oil filter & suction screen I.A.W. Lycoming S.B. 480E, par 1c. | Chk No detmngs | me | fu | |
| 4 | Service engine with 8qts. OIL (Exxon Elite 20W 80 Acroshek 50). | Serviced | me | fu | |
| 5 | Clean induction air filter <input checked="" type="checkbox"/> CW A.D. 84-26-02 (induction air filter) <input type="checkbox"/> | Cleaned | me | fu | |
| 6 | Clean fuel injector nozzles (PA28R, 172R/S & DA40's). | Cleaned | me | fu | |
| 7 | Install fuel nozzles and torque to 60 in. lbs. Wet (LPS-2) (PA28R, 172R/S & 8KCAB). | Installed | me | fu | |
| 8 | Install fuel nozzle lines. (PA28R, 172R/S & 8KCAB). | Installed | me | fu | |
| 9 | Comply with AD 2015-19-07 Fuel System Inspection. (PA28R, 172R/S & 8KCAB). | Chk | me | fu | |
| 10 | Clean, Rotate, Gap & re-install sparkplugs. | Cleaned Rotated & Tested Plugs | TA | TD | |
| 11 | Bleed fuel hoses - if fuel system was opened. | Bled Fuel | me | fu | |
| 12 | Tighten fluid lines and hoses. | TIGHTENED | TD | TD | |
| 13 | Install ignition leads. | INSTALLED IGNITION LEADS | TA | TD | |
| 14 | Install cowling and related fasteners. | INSTALLED & SECURED | TD | TD | |
| 15 | Dress Propeller | DRESSED | TD | TD | |
| 16 | Clean and inspect the sniffle valves. (PA28R & PA44) | CLEANED INSPECTED | TD | TD | |
| 17 | Inspect engine compartment for any tools/hardware that may be left behind during inspection. | INSPECTED | TD | TD | |
| 18 | CW VAC PUMP WEAR CHECK PUMP WORN - REPLACE AA3215CC | SWOFF 0A9908 SNOW 0BWF17 | TD | TD | |
| 19 | Fuel bowl bail wireassy worn | Replaced fuel bowl bail wire assembly. | me | fu | |
| 20 | oil lines ducts is cracked. | REPLACED | TD | TD | |
| 21 | worm coil bushings are worn. | Replaced bushings. | me | fu | |

**DISCREPANCY AND CORRECTIVE ACTION
COMPLIANCE FORM**

AIRFRAME

AIRCRAFT N106ER

INSPECTION DUE: Annual

DATE: 21-Mar-18

W/O#: RMS 2018 01505

| ITEM# | DISCREPANCY | CORRECTIVE ACTION | TECH | INSP | TIME |
|-------|--|--|------|------|------|
| 1 | Prepare PRE-paperwork for inspection (AF D & C, PP D & C, C-List, Aircraft DATA & Inspection booklet). | Completed Pre-paper work for inspection. | MSH | KD | |
| 2 | Inspect CO Indicator & expiration date. | Inspected | MSH | AG | |
| 3 | Remove & replace Vac Relief Filter. | PNR VAC RELIEF FILTER | MSH | AG | |
| 4 | Inspect ELT, switch, battery for proper operation / date. | ELT date (04-2018) Tested | MSH | AG | |
| 5 | Log FAR 91.207 date in log books. | FAR 91.207 date (08-2018) | MSH | AG | |
| 6 | Service Hyd. Systems. | Service | MSH | AG | |
| 7 | Service Tires. | SERVICED TIRES | CFM | AG | |
| 8 | Service Aircraft Battery if required. | N/A - Sealed | MSH | AG | |
| 9 | Clean and lube landing gear struts. | C/W cleaned + Lube | MSH | AG | |
| 10 | Clean & lube the yoke shafts. | CLEANED YOKES | MSH | AG | |
| 11 | C/W Lt. wing rib crack inspection. | N/A KIT installed | MSH | AG | |
| 12 | C/W Rt. wing rib crack inspection. | See item # 28. | MSH | AG | |
| 13 | Inspect aircraft for any tools/hardware that may have been left behind during inspection. | INSPECTED | MSH | AG | |
| 14 | C/W SB636(IGN SWITCH) | C/W / No defects | MSH | AG | |
| 15 | Right gear downlock not latching on Free Fall. | LUBED DOWNLOCK OPS | MSH | AG | |
| 16 | Pilots Mic Jack is loose | SECURED MIC JACK | MSH | AG | |
| 17 | Alternate air post lamp is missing | found missing bulb on floor. Installed in post. ops check good | MSH | AG | |
| 18 | LUG BRAKE PADS WORN | REPLACED LUG BRAKE PADS | CFM | AG | |
| 19 | LUG TIRE WORN | REPLACED LUG TIRE ASSY | CFM | AG | |
| 20 | Cabin door stop inop. | REPLACED DOOR STOP | MSH | AG | |
| 21 | Cabin door stop attach screw is loose. | TIGHTENED BOLT | MSH | AG | |

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 49.6 |

Resource Maintenance System
Work Order

Embry-Riddle Aeronautical University

| | |
|-----------------|--------|
| A/C Total Time: | 7662.3 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 5281.3 |
| LT Prop T.T.: | 1800.0 |

FAA CERTIFIED REPAIR STATION N3XR816N

Description of Work to be Performed

1) Annual / 100 Hour Inspection

Maintenance/Repairs Performed

1) Annual / 100 Hour Inspection

Airframe:

Complied with: ANNUAL Inspection.
Replaced vacuum relief filter. Serviced: hyd. fluid, battery & tires. Performed CO test. Cleaned & lubed yoke shafts & landing gear. Insp. ELT & battery (04-2018) & FAR 91.207 Date (08-2018).
Complied with: S. B. 636 (Ignition switch). freed AND lubed RMG downlock hook. Secured pilots mic jack. Replaced LT brake pads, cabin door stop, cabin door upper&lower hinge bolts, RT aileron bonding strap, fuel gascolator bail wire, oil door doubler, lower cowl bushings, gov rod end, aft muffler, aft exhaust heat shroud, oil cooler duct, and LT&RT tires w/ shop build-up assemblies.
Adjusted aileron cable tension. Secured LT&RT rudder pedal support brackets. Replaced vac pump; AA3215CC, s/n off: 0A9Y08, s/n on: 0BWF17. Performed retraction test and emergency gear extension.

Powerplant:

Compressions: 1) 78/80 2) 78/80 3) 78/80 4) 78/80. Took oil sample, cut and inspected oil filter.
Complied with: S.I. 1492D (oil filter insp.) & S. B. 480F (Oil filter & suction screen insp.).
Changed oil & filter with 8 QTS. Exxon Elite 20W50 & CH48111 filter. Cleaned, gapped, serviced & rotated sparkplugs. Cleaned fuel nozzles. Complied with A.D. 2015-19-07 (fuel sys.). Inspected fuel inlet filter & threads. Tightened all fluid lines and hoses. Installed and tightened ignition leads. Performed post maint engine run-up for leak check, no leaks noted. Operational check good.

Propeller:

Dressed propeller blades.

Labor

| | | | | | | | | | | | |
|-------------|-----|--------|--------------|-----|--------|----------------|-----|--------|---------------|-----|--------|
| Stewart, C. | 2.3 | 002:18 | Kosirog, S. | 3.4 | 003:19 | McCullough, C. | 2.4 | 002:20 | Cordes M. | 3.5 | 003:29 |
| Huffman, L. | 7.5 | 007:29 | Oliveras, V. | 7.7 | 007:41 | Zaccaria, A. | 1.7 | 001:37 | Driemeier, B. | 7.8 | 007:45 |
| Sarli, J. | 3.3 | 003:16 | | | | | | | | | |

39.3 39:14

Parts Used

P-11
TWP GARZE

WO#: 2018 01505

RMS

Resource Maintenance System
Work Order

Date Started: 03/21/18

Date Completed: 03/22/18

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 49.6 |

Embry-Riddle Aeronautical University

FAA CERTIFIED REPAIR STATION N3XR816N

| | |
|-----------------|--------|
| A/C Total Time: | 7662.3 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 5281.3 |
| LT Prop T.T.: | 1800.0 |

| Qty | Part# | Description | Serial# | Cost | Sub Total |
|-----|------------------|-------------------------------|---------|--------|-----------|
| 3 | 77611 | GASKET-EXHAUST | | 6.14 | 18.42 |
| 1 | A67517-000 | AWI PA28R MUFFLER 67517-000 | | 266.00 | 266.00 |
| 1 | 89307-000 | Rod end | | 26.57 | 26.57 |
| 1 | 15X6.00X6-TUBE | 15X6.00X6 INNER TUBE | | 54.81 | 54.81 |
| 1 | 1552004-22 | hinge half | | 25.06 | 25.06 |
| 1 | 99094-002 | PLATE | | 136.28 | 136.28 |
| 1 | 1552004-17 | PIN | | 3.14 | 3.14 |
| 1 | 63243-002 | CLAMP ASSY | | 50.02 | 50.02 |
| 1 | 63633-063 | HOSE AIR DUCT | | 69.01 | 69.01 |
| 2 | APS66-10500 | BRAKE PADS C172S | | 10.40 | 20.80 |
| 100 | MS24665-363 | COTTER PIN WHEEL | | 0.64 | 64.00 |
| 1 | 1K8-6-8 | FITTING | | 144.41 | 144.41 |
| 1 | AA3225CC | BANDLESS VACUUM PUMP | | 696.00 | 696.00 |
| 8 | Oil 20W-50 SAE | Oil | | 7.79 | 62.32 |
| 1 | OIL ANALYSIS KIT | OIL ANALYSIS KIT | | 13.35 | 13.35 |
| 1 | 951789 | PACKING | | 3.15 | 3.15 |
| 1 | 953541-10 | GASKET | | 2.77 | 2.77 |
| 1 | B3-5-1 | VAC RELIEF FILTER | | 2.52 | 2.52 |
| 8 | M-674 | SPARK PLUG WASHER | | 2.55 | 20.40 |
| 1 | CH48111 | OIL FILTER | | 25.44 | 25.44 |
| 1 | MS35769-21 | GASKET | | 2.36 | 2.36 |
| 1 | 99600-000 | Muffler shroud, upper/front | | 665.00 | 665.00 |
| 1 | 100871-002 | Bail wire assy-fuel bowl | | 192.10 | 192.10 |
| 1 | 494-126 | WASHER | | 9.42 | 9.42 |
| 1 | 95507-005 | DOOR STOP | | 439.65 | 439.65 |
| 4 | AN960-416 | FLAT WASHER | | 0.14 | 0.56 |
| 2 | MS20392-3C13 | CLEVIS PIN 424-204 | | 0.77 | 1.54 |
| 1 | 453-773 | BUSHING DOOR (63020-02) | | 14.23 | 14.23 |
| 1 | 469-600 | BONDING STRAP/JUMPER | | 14.91 | 14.91 |
| 1 | 400-862 | BOLT AN23-10A | | 0.94 | 0.94 |
| 2 | 69790-000 | BUSHING- COWL PLATE | | 24.10 | 48.20 |
| 1 | 636333-051 | HOSE DUCT CABIN HEAT SCAT 4 | SAME AS | 68.14 | 68.14 |
| 1 | 100 12S | Breeze Clamp | | 1.57 | 1.57 |
| 1 | AA3215CC | DRY AIR VACUUM PUMP /WEAR IND | OCQU23 | 442.99 | 442.99 |

Parts Removed

| Part # | Description | Serial # |
|----------------|-------------------------------|----------|
| 1552004-17 | PIN | |
| 1552004-24 | RETAINER ASSY | |
| 15X6.00X6-TUBE | 15X6.00X6 INNER TUBE | |
| 453-773 | BUSHING DOOR (63020-02) | |
| 469-600 | BONDING STRAP/JUMPER | |
| 63633-063 | HOSE AIR DUCT | |
| 95507-005 | DOOR STOP | |
| 99094-002 | PLATE | |
| AA3215CC | DRY AIR VACUUM PUMP /WEAR IND | 0A9Y08 |

WO#: 2018 01505

RMS

Resource Maintenance System
Work Order

Date Started: 03/21/18

Date Completed: 03/22/18

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 49.6 |

Embry-Riddle Aeronautical University

FAA CERTIFIED REPAIR STATION N3XR816N

| | |
|-----------------|--------|
| A/C Total Time: | 7662.3 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 5281.3 |
| LT Prop T.T.: | 1800.0 |

Technician Release

Buy Back Test FLT Tech Signature: _____ Tech#: _____

Maintenance Release

The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order.

Date: 3-22-18 Signed: _____
Embry-Riddle Aeronautical University, Daytona Beach, FL 32114 FAA CERTIFIED REPAIR STATION

Work Order Totals

| | |
|--------|----------|
| Labor | 1,765.50 |
| Parts | 3,606.08 |
| TOTAL: | 5,371.58 |

Preliminary / Hidden Inspection Release

Date: 3-22-18
Inspector: _____

| | |
|---------------|--------|
| Steve Johnson | ERAU g |
| N3XR816N | 7891 |

Location: Daytona

Resource Type: PA28R

Resource: 106

Resource Category: Aircraft

Recurring Events: All

| | | |
|------------------|-------|--------|
| Reg#: N106ER | Tach: | 49.6 |
| Serial#: 2844137 | T.T: | 7662.3 |

| | | | | |
|--------|--------|---------|--------|---------|
| | LH Eng | LH Prop | RH Eng | RH Prop |
| T.T: | 5281.3 | 1800.0 | | |
| TSMOH: | 1254.5 | | | |

| Event | Duration | C/W | Overdue | Used | Left | Status |
|-------------------------------------|----------|---------|---------|--------|--------|--------|
| 50 Hour Inspection | 100.0 | 7612.3 | 7712.3 | 50.0 | 50.0 | |
| A.D. 2015-19-07 (FUEL SYS.) | 100.0 | 7662.3 | 7762.3 | .0 | 100.0 | |
| Annual / 100 Hour Inspection | 100.0 | 7567.4 | 7667.4 | 94.9 | 5.1 | Due |
| CLEAN ALL FUEL NOZZLES | 100.0 | 7662.3 | 7762.3 | .0 | 100.0 | |
| S.B. 636 (ignition switch) | 100.0 | 7662.3 | 7762.3 | .0 | 100.0 | |
| Vacuum pump inspection | 100.0 | 7662.3 | 7762.3 | .0 | 100.0 | |
| HYD. FLUID CONTAMINATION CK. | 400.0 | 7567.4 | 7967.4 | 94.9 | 305.1 | |
| REPACK LMG WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 94.9 | 305.1 | |
| REPACK NOSE WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 94.9 | 305.1 | |
| REPACK RMG WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 94.9 | 305.1 | |
| AD 84-26-02 (R&R Air Filter 500hrs) | 500.0 | 7289.6 | 7789.6 | 372.7 | 127.3 | |
| DESLUDGE PROPELLER | 500.0 | 7379.9 | 7879.9 | 282.4 | 217.6 | |
| Flush oil cooler | 500.0 | 7379.9 | 7879.9 | 282.4 | 217.6 | |
| Piper SB 1156 NLG bolt replace | 500.0 | 7567.4 | 8067.4 | 94.9 | 405.1 | |
| R & R MAG LEFT | 500.0 | 7379.9 | 7879.9 | 282.4 | 217.6 | |
| R & R MAG RIGHT | 500.0 | 7492.0 | 7992.0 | 170.3 | 329.7 | |
| R & R CENTRAL AIR FILTER | 500.0 | 7471.1 | 7971.1 | 191.2 | 308.8 | |
| R & R ALTERNATOR BRUSHES | 800.0 | 7178.2 | 7978.2 | 484.1 | 315.9 | |
| LUBE STABILATOR TRIM ACT. | 1000.0 | 7517.4 | 8517.4 | 144.9 | 855.1 | |
| REPLACE FUEL & OIL HOSES | 1000.0 | 7379.9 | 8379.9 | 282.4 | 717.6 | |
| S.B. 388C & 301B | 1000.0 | 7379.9 | 8379.9 | 282.4 | 717.6 | |
| GDL88 ICA Insp (bonding checks). | 2000.0 | 6560.8 | 8560.8 | 1101.5 | 898.5 | |
| REPLACE PROPELLER | 2000.0 | 5862.3 | 7862.3 | 1800.0 | 200.0 | |
| Replace Spark Plugs (REM 38S) | 2000.0 | 6902.8 | 8902.8 | 759.5 | 1240.5 | |
| ENGINE CHANGE (2200) | 2200.0 | 6407.8 | 8607.8 | 1254.5 | 945.5 | |
| FUEL FLOW DIVIDER | 2200.0 | 6560.8 | 8760.8 | 1101.5 | 1098.5 | |
| FUEL INJECTOR SERVO | 2200.0 | 6407.8 | 8607.8 | 1254.5 | 945.5 | |
| Throttle Cable Change | 2200.0 | 6407.8 | 8607.8 | 1254.5 | 945.5 | |
| PROP GOVERNOR CHANGE | 2400.0 | 6407.8 | 8807.8 | 1254.5 | 1145.5 | |
| ELT BATTERY DUE | 0 | 04/2018 | 04/2018 | -2 | 1 | |
| REPACK NOSE WHEEL BEARINGS (M) | 4 | 02/2018 | 06/2018 | 1 | 3 | |
| REPACK LMG WHEEL BEARINGS (M) | 6 | 02/2018 | 08/2018 | 1 | 5 | |
| REPACK RMG WHEEL BEARINGS (M) | 6 | 02/2018 | 08/2018 | 1 | 5 | |
| ANNUAL SIGN OFF | 12 | 03/2018 | 03/2019 | 0 | 12 | |
| Comply with ICA GDL 88/90 | 12 | 10/2017 | 10/2018 | 5 | 7 | |
| ELT C/W FAR 91.207 | 12 | 08/2017 | 08/2018 | 7 | 5 | |
| FIRE EXT. RECERT. | 12 | 05/2017 | 05/2018 | 9 | 2 | |
| GMX200 ICA | 12 | 10/2017 | 10/2018 | 5 | 7 | |

Location: Daytona

Resource Type: PA28R

Resource: 106

Resource Category: Aircraft

Recurring Events: All

| | | |
|------------------|-------|--------|
| Reg#: N106ER | Tach: | 49.6 |
| Serial#: 2844137 | T.T: | 7662.3 |

| | | | | |
|--------|---------------|----------------|---------------|----------------|
| | LH Eng | LH Prop | RH Eng | RH Prop |
| T.T: | 5281.3 | 1800.0 | | |
| TSMOH: | 1254.5 | | | |

| Event | Duration | C/W | Overdue | Used | Left | Status |
|--------------------------------------|----------|---------|---------|------|------|--------|
| ALTIMETER CHANGE(certification date) | 24 | 05/2017 | 05/2019 | 10 | 14 | |
| Compass Swing Due | 24 | 10/2016 | 10/2018 | 17 | 7 | |
| STATIC SYSTEM CHECK | 24 | 01/2018 | 01/2020 | 2 | 22 | |
| XPDR/ENC CHECK | 24 | 01/2018 | 01/2020 | 2 | 22 | |
| Aircraft Registration | 36 | 08/2015 | 08/2018 | 31 | 5 | |

N106ER

50-Hour Inspection February 27, 2018

Location: Daytona

Resource Type: PA28R

Resource: 106

Resource Category: Aircraft

Recurring Events: All

| | | |
|------------------|-------|--------|
| Reg#: N106ER | Tach: | 0.7 |
| Serial#: 2844137 | T.T: | 7613.4 |

| | | | | |
|--------|--------|---------|--------|---------|
| | LH Eng | LH Prop | RH Eng | RH Prop |
| T.T: | 5232.4 | 1751.1 | | |
| TSMOH: | 1205.6 | | | |

| Event | Duration | C/W | Overdue | Used | Left | Status |
|-------------------------------------|----------|---------|---------|--------|--------|--------|
| 50 Hour Inspection | 100.0 | 7517.4 | 7617.4 | 96.0 | 4.0 | Due |
| A.D. 2015-19-07 (FUEL SYS.) | 100.0 | 7567.4 | 7667.4 | 46.0 | 54.0 | |
| Annual / 100 Hour Inspection | 100.0 | 7567.4 | 7667.4 | 46.0 | 54.0 | |
| CLEAN ALL FUEL NOZZLES | 100.0 | 7567.4 | 7667.4 | 46.0 | 54.0 | |
| S.B. 636 (ignition switch) | 100.0 | 7567.4 | 7667.4 | 46.0 | 54.0 | |
| Vacuum pump inspection | 100.0 | 7567.4 | 7667.4 | 46.0 | 54.0 | |
| HYD. FLUID CONTAMINATION CK. | 400.0 | 7567.4 | 7967.4 | 46.0 | 354.0 | |
| REPACK LMG WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 46.0 | 354.0 | |
| REPACK NOSE WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 46.0 | 354.0 | |
| REPACK RMG WHEEL BEARINGS (H) | 400.0 | 7567.4 | 7967.4 | 46.0 | 354.0 | |
| AD 84-26-02 (R&R Air Filter 500hrs) | 500.0 | 7289.6 | 7789.6 | 323.8 | 176.2 | |
| DESLUDGE PROPELLER | 500.0 | 7379.9 | 7879.9 | 233.5 | 266.5 | |
| Flush oil cooler | 500.0 | 7379.9 | 7879.9 | 233.5 | 266.5 | |
| Piper SB 1156 NLG bolt replace | 500.0 | 7567.4 | 8067.4 | 46.0 | 454.0 | |
| R & R MAG LEFT | 500.0 | 7379.9 | 7879.9 | 233.5 | 266.5 | |
| R & R MAG RIGHT | 500.0 | 7492.0 | 7992.0 | 121.4 | 378.6 | |
| R & R CENTRAL AIR FILTER | 500.0 | 7471.1 | 7971.1 | 142.3 | 357.7 | |
| R & R ALTERNATOR BRUSHES | 800.0 | 7178.2 | 7978.2 | 435.2 | 364.8 | |
| LUBE STABILATOR TRIM ACT. | 1000.0 | 7517.4 | 8517.4 | 96.0 | 904.0 | |
| REPLACE FUEL & OIL HOSES | 1000.0 | 7379.9 | 8379.9 | 233.5 | 766.5 | |
| S.B. 388C & 301B | 1000.0 | 7379.9 | 8379.9 | 233.5 | 766.5 | |
| GDL88 ICA Insp (bonding checks). | 2000.0 | 6560.8 | 8560.8 | 1052.6 | 947.4 | |
| REPLACE PROPELLER | 2000.0 | 5862.3 | 7862.3 | 1751.1 | 248.9 | |
| Replace Spark Plugs (REM 38S) | 2000.0 | 6902.8 | 8902.8 | 710.6 | 1289.4 | |
| ENGINE CHANGE (2200) | 2200.0 | 6407.8 | 8607.8 | 1205.6 | 994.4 | |
| FUEL FLOW DIVIDER | 2200.0 | 6560.8 | 8760.8 | 1052.6 | 1147.4 | |
| FUEL INJECTOR SERVO | 2200.0 | 6407.8 | 8607.8 | 1205.6 | 994.4 | |
| Throttle Cable Change | 2200.0 | 6407.8 | 8607.8 | 1205.6 | 994.4 | |
| PROP GOVERNOR CHANGE | 2400.0 | 6407.8 | 8807.8 | 1205.6 | 1194.4 | |
| ELT BATTERY DUE | 0 | 04/2018 | 04/2018 | -3 | 2 | |
| REPACK NOSE WHEEL BEARINGS (M) | 4 | 02/2018 | 06/2018 | 0 | 4 | |
| REPACK LMG WHEEL BEARINGS (M) | 6 | 02/2018 | 08/2018 | 0 | 6 | |
| REPACK RMG WHEEL BEARINGS (M) | 6 | 02/2018 | 08/2018 | 0 | 6 | |
| ANNUAL SIGN OFF | 12 | 02/2018 | 02/2019 | 0 | 12 | |
| Comply with ICA GDL 88/90 | 12 | 10/2017 | 10/2018 | 4 | 8 | |
| ELT C/W FAR 91.207 | 12 | 08/2017 | 08/2018 | 6 | 6 | |
| FIRE EXT. RECERT. | 12 | 05/2017 | 05/2018 | 8 | 3 | |
| GMX200 ICA | 12 | 10/2017 | 10/2018 | 4 | 8 | |

Location: Daytona

Resource Type: PA28R

Resource: 106

Resource Category: Aircraft

Recurring Events: All

| | | |
|------------------|-------|--------|
| Reg#: N106ER | Tach: | 0.7 |
| Serial#: 2844137 | T.T: | 7613.4 |

| | | | | |
|--------|---------------|----------------|---------------|----------------|
| | LH Eng | LH Prop | RH Eng | RH Prop |
| T.T: | 5232.4 | 1751.1 | | |
| TSMOH: | 1205.6 | | | |

| Event | Duration | C/W | Overdue | Used | Left | Status |
|--------------------------------------|----------|---------|---------|------|------|--------|
| ALTIMETER CHANGE(certification date) | 24 | 05/2017 | 05/2019 | 9 | 15 | |
| Compass Swing Due | 24 | 10/2016 | 10/2018 | 16 | 8 | |
| STATIC SYSTEM CHECK | 24 | 01/2018 | 01/2020 | 1 | 23 | |
| XPDR/ENC CHECK | 24 | 01/2018 | 01/2020 | 1 | 23 | |
| Aircraft Registration | 36 | 08/2015 | 08/2018 | 30 | 6 | |

**EMBRY-RIDDLE
50 HOUR MAINTENANCE CHECKS**

| | |
|----------------------|-------------------------|
| 844137 | N106ER |
| SERIAL NUMBER | REGISTRATION NUMBER |
| -33719-51E | 120537 |
| ENGINE SERIAL NUMBER | PROPELLER SERIAL NUMBER |

DATE: 2/27/2018 TACH TIME: 0.7 WORK ORDER: 2018-01056

- | | | |
|----|---|-----------|
| 1 | Run engine to ensure oil is warm before draining..... | <u>DS</u> |
| 2 | Remove cowling as needed..... | <u>DS</u> |
| 3 | Drain engine oil, take oil sample. Remove and cut old oil filter..... | <u>DS</u> |
| 4 | Install new oil filter, torque and safety..... | <u>DS</u> |
| 5 | Service engine (s) with proper amount of oil..... | <u>DS</u> |
| 6 | Check hoses and lines in engine compartment for condition or leakage..... | <u>DS</u> |
| 7 | Check exhaust for security or leakage..... | <u>DS</u> |
| 8 | Check alternator belt and starter bendix drive for general condition..... | <u>DS</u> |
| 9 | check carb. / servo and air box for condition and security..... | <u>DS</u> |
| 10 | Check and service battery and brake reservoir (s)..... | <u>DS</u> |
| 11 | Walk around aircraft and inspect for general condition..... | <u>DS</u> |
| 12 | Visually check tires and struts for proper inflation..... | <u>DS</u> |
| 13 | Check brake pad thickness and calipers for leaks..... | <u>DS</u> |
| 14 | Check exterior and interior lights for operation..... | <u>DS</u> |
| 15 | Test ELT with switch and check for proper operation..... | <u>DS</u> |
| 16 | Run aircraft and check for leaks (minimum 5 minutes)..... | <u>DS</u> |
| 17 | Install engine cowling and secure induction filter / cowl flaps..... | <u>DS</u> |
| 18 | Secure aircraft..... | <u>DS</u> |
| 19 | Update computer and clipboard, Sign off work order and log books..... | <u>KD</u> |

**DISCREPANCY AND CORRECTIVE ACTION
COMPLIANCE FORM**

50 HOUR

AIRCRAFT N106ER

DATE 2 /27/ 2018

W/O # 2018-01056

| ITEM # | DISCREPANCY | CORRECTIVE ACTION | TECH | INSP | TIME |
|--------|---|--|------|------|------|
| 1 | Change oil & filter (torque / safety filter) | Change oil/filter | DS | AJ | |
| 2 | Take oil sample | TOOK | DS | AJ | |
| 3 | Cut and inspect old oil filter & clean & inspect suction screen I.A.W. Lycoming S.B. 480E, par 1c. | Cut/Inspected | DS | AJ | |
| 4 | Service engine with oil (Exxon Elite 20W50) | Service w/ 8qts | DS | AJ | |
| 5 | Remove fuel inlet screen, clean, inspect and re-install (Torque 35-40 in lbs.)(PA28R / 172S / 8KCAB / DA42) | Remove/clean | DS | AJ | |
| 6 | Inspect engine & engine compartment for general condition | Inspected | DS | KD | |
| 7 | Dress propeller | Dressed | DS | KD | |
| 8 | Service hydraulic fluid | Service | DS | KD | |
| 9 | Service battery | Sealed | DS | KD | |
| 10 | Service tires | Service | DS | KD | |
| 11 | Test ELT & switch for proper operation | TESTED | DS | KD | |
| 12 | Inspect interior & exterior lights | Inspected | DS | KD | |
| 13 | Inspect brake linings & calipers | Inspected | DS | KD | |
| 14 | Inspect aircraft interior & exterior for general condition | Inspected | DS | KD | |
| 15 | Bleed fuel hoses - if fuel system was opened | Bleed SYS | DS | KD | |
| 16 | Replace Data Log Card (if installed) | N/A | DS | AJ | |
| 17 | Compression Test | 1) 77/80, 2) 76/80, 3) 78/80, 4) 77/80 | DS | AJ | |
| 18 | Clean Bottom Spark Plugs | Clean plugs | DS | KD | |
| 19 | Install Ignition Leads | INSTALLED | DS | KD | |
| 20 | Inspect aircraft for any tools/hardware that may have been left behind during inspection. | Inspected | DS | KD | |
| 21 | Install cowling & related fasteners | INSTALL | DS | KD | |

WO#: 2018 01056

RMS

Resource Maintenance System
Work Order

Date Started: 02/27/18

Date Completed: 02/27/18

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 0.7 |

Embry-Riddle Aeronautical University

FAA CERTIFIED REPAIR STATION N3XR816N

| | |
|-----------------|--------|
| A/C Total Time: | 7613.4 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 5232.4 |
| LT Prop T.T.: | 1751.1 |

Description of Work to be Performed

1) 50 Hour Inspection

Maintenance/Repairs Performed

1) 50 Hour Inspection

Airframe:

Complied with EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECKLIST. Inspected and serviced hydraulic fluid, battery, and tire pressure as needed. Inspected interior & exterior lighting, cabin, fuselage, empennage, wings, landing gear, brake linings, brake calipers, and engine compartment for general condition and signs of excess wear. Tested ELT and noted no issues. Dressed propeller. No other defects noted, aircraft ok for return to service.

Powerplant:

Complied with EMBRY-RIDDLE'S 50 HOUR INSPECTION CHECKLIST. Drained oil and took oil sample. Complied with Lycoming S.I. 1492D (oil filter insp.) & S.B. 480E (Oil filter & suction screen insp.) and replaced suction screen gasket. Removed and replaced CH48111 oil filter and serviced engine with 8 QTS. Exxon Elite 20W-50 oil. Removed and cleaned bottom spark plugs and performed compression test: 1) 77/80 2) 76/80 3) 78/80 4) 77/80. Inspected the engine and associated components including the starter, alternator, and fuel servo and found no defects. Inspected fuel servo inlet filter, replaced seals and re-torqued. Performed post maintenance engine run-up for leak check, no leaks noted. Operational check good, aircraft ok for return to service.

Propeller:

Dressed prop blades. No further defects noted aircraft ok for return to service.

Labor

| | | | | | |
|--------------|-----|--------|----------|-----|--------|
| Dickerson, K | 0.7 | 000:42 | SweeneyD | 3.5 | 003:28 |
|--------------|-----|--------|----------|-----|--------|

4.2 4:10

Parts Used

| Qty | Part# | Description | Serial# | Cost | Sub Total |
|-----|------------------|-------------------|---------|-------|-----------|
| 8 | Oil 20W-50 SAE | Oil | | 8.07 | 64.56 |
| 1 | 953541-10 | GASKET | | 2.77 | 2.77 |
| 1 | 951789 | PACKING | | 3.15 | 3.15 |
| 1 | CH48111 | OIL FILTER | | 25.44 | 25.44 |
| 4 | M-674 | SPARK PLUG WASHER | | 2.55 | 10.20 |
| 1 | OIL ANALYSIS KIT | OIL ANALYSIS KIT | | 13.35 | 13.35 |
| 1 | MS35769-21 | GASKET | | 2.36 | 2.36 |

P-6

WO#: 2018 01056

RMS

Resource Maintenance System
Work Order

Date Started: 02/27/18

Date Completed: 02/27/18

| | |
|----------------|-----------|
| Reg#: | N106ER |
| AC S/N: | 2844137 |
| MFG: | Piper |
| Model: | PA28R-201 |
| A/C Tach Time: | 0.7 |

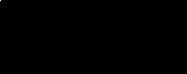
Embry-Riddle Aeronautical University

FAA CERTIFIED REPAIR STATION N3XR816N

| | |
|-----------------|--------|
| A/C Total Time: | 7613.4 |
| RT Eng. T.T.: | |
| RT Prop. T.T.: | |
| LT Eng T.T.: | 5232.4 |
| LT Prop T.T.: | 1751.1 |

| Technician Release | |
|---|------------------------------------|
| Buy Back <input type="checkbox"/> Test FLT <input type="checkbox"/> | Tech Signature: _____ Tech#: _____ |

| Work Order Totals | |
|-------------------|---------------|
| Labor | 187.50 |
| Parts | 121.83 |
| TOTAL: | 309.33 |

| Maintenance Release | |
|---|---|
| The aircraft, airframe, aircraft engine, propeller or appliance identified above, was inspected and repaired in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair/inspection are on file at the Repair Station under this Work Order. | |
| Date: <u>2/27/18</u> | Signed:  |
| Embry-Riddle Aeronautical University, Daytona Beach, FL 32114 FAA CERTIFIED REPAIR STATION | |

| Preliminary / Hidden Inspection Release | |
|---|----------------|
| Date: | <u>2/27/18</u> |
| Inspector: | <u>10045</u> |

Korey Dickerson ERAU 45
N3XR816N 1619