

Flight Detail

US Aviation Academy

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Flight Detail

Date	Location	Customer	Display Name	Aircraft	Reservat
7/25/19	Denton		Break In Flight	N456AG (Inactive) Piper PA34-200	<u>2692308</u>
7/24/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2690054</u>
7/24/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2689213</u>
7/24/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2688477</u>
7/23/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2689773</u>
7/20/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2685383</u>
7/17/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2680696</u>
7/11/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2674102</u>
5/30/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2618144</u>
5/28/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2617126</u>
5/25/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2611452</u>
5/24/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2613256</u>
5/24/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2610577</u>
5/23/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2611168</u>
5/21/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2608999</u>
5/17/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2602655</u>
5/16/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2601804</u>
5/15/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2601775</u>
5/15/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2601742</u>
5/14/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2601182</u>
5/14/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2601000</u>
5/13/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2598441</u>
5/13/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2598798</u>

Total

Date	Location	Customer	Display Name	Aircraft	Reserva
5/9/19	Denton		Test Flight	N456AG (Inactive) Piper PA34-200	<u>2588237</u>
5/2/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2586121</u>
4/26/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2578573</u>
4/25/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2576092</u>
4/25/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2576091</u>
4/25/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2576090</u>
4/20/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2570344</u>
4/19/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2571037</u>
4/15/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2563367</u>
4/12/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2562531</u>
4/11/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2559709</u>
4/10/19	Alliance			N456AG (Inactive) Piper PA34-200	<u>2560633</u>
4/9/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2557400</u>
4/8/19	Denton		Gear Unsafe Indication	N456AG (Inactive) Piper PA34-200	<u>2557107</u>
4/5/19	Denton		Gear warning horn, rolls right	N456AG (Inactive) Piper PA34-200	<u>2553148</u>
4/2/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2549325</u>
4/1/19	Denton			N456AG (Inactive) Piper PA34-200	<u>2546822</u>

Total



Date	Location	Customer	Display Name	Aircraft	Hobbs (Out)	Hobbs (In)	Hobbs (Total)	Tach 1 (Out)	Tach 1 (In)	Tach 1 (Total)	Instructor	Flight Instruction Hrs	Pre Post Ins	Type
7/25/2019	Denton		Break In Flight	N456AG (Inactive) Piper PA34-200	2054.4	2058.7	2.3	2056	2058.3	2.3		2.3	0.5	Training - Flight Dual
7/24/2019	Denton			N456AG (Inactive) Piper PA34-200	2052.4	2054.4	2	2054.4	2056	1.6		2	0.5	Training - Flight Dual
7/24/2019	Denton			N456AG (Inactive) Piper PA34-200	2052.2	2052.4	0.2	2052.2	2054.4	2.2		0.2	1.3	Internal - Maintenance Flight
7/24/2019	Denton			N456AG (Inactive) Piper PA34-200	2051.3	2052.2	0.9	2051.3	2052.2	0.9		0	0	Internal - 141 Recurrent Training
7/23/2019	Denton			N456AG (Inactive) Piper PA34-200	2049.2	2051.3	2.1	2049.2	2051.3	2.1		2.1	0.8	Training - Flight Dual
7/20/2019	Denton			N456AG (Inactive) Piper PA34-200	2048.6	2049.2	0.6	2048.6	2049.2	0.6		0	0	Internal - Maintenance Flight
7/17/2019	Denton			N456AG (Inactive) Piper PA34-200	2048.6	2048.6	0	2048.6	2048.6	0		0	1	Training - Flight Dual
7/11/2019	Denton			N456AG (Inactive) Piper PA34-200	2045	2048.6	3.6	2045	2048.6	3.6		0	0	Internal - Maintenance Flight
5/30/2019	Denton			N456AG (Inactive) Piper PA34-200	2042.9	2045	2.1	2042.9	2045	2.1		2.1	0.6	Training - Check/EOC
5/28/2019	Denton			N456AG (Inactive) Piper PA34-200	2041.9	2042.9	1	2041.9	2042.9	1		1	0.7	Training - Check/EOC
5/25/2019	Denton			N456AG (Inactive) Piper PA34-200	2040.1	2041.9	1.8	2040.1	2041.9	1.8		1.8	0.6	Training - Flight Dual
5/24/2019	Denton			N456AG (Inactive) Piper PA34-200	2038.1	2040.1	2	2038.1	2040.1	2		2	0.8	Training - Check/EOC
5/24/2019	Denton			N456AG (Inactive) Piper PA34-200	2036	2038.1	2.1	2036	2038.1	2.1		0	2.6	Training - Flight Dual
5/23/2019	Denton			N456AG (Inactive) Piper PA34-200	2034	2036	2	2034	2036	2		2	0.8	Training - Check/EOC
5/21/2019	Denton			N456AG (Inactive) Piper PA34-200	2033.4	2034	0.6	2033.4	2034	0.6		0.6	0.5	Training - Flight Dual
5/17/2019	Denton			N456AG (Inactive) Piper PA34-200	2031.6	2033.4	1.8	2031.6	2033.4	1.8		1.8	0.5	Training - Flight Dual
5/16/2019	Denton			N456AG (Inactive) Piper PA34-200	2025.7	2031.6	5.9	2025.7	2031.6	5.9		0	7.9	Training - Flight Dual
5/15/2019	Denton			N456AG (Inactive) Piper PA34-200	2024.2	2025.7	1.5	2024.2	2025.7	1.5		1.5	0.5	Training - Flight Dual
5/15/2019	Denton			N456AG (Inactive) Piper PA34-200	2022.4	2024.2	1.8	2022.4	2024.2	1.8		1.8	0.7	Training - Check/EOC
5/14/2019	Denton			N456AG (Inactive) Piper PA34-200	2020.7	2022.4	1.7	2020.7	2022.4	1.7		1.7	1	Training - Flight Dual
5/14/2019	Denton			N456AG (Inactive) Piper PA34-200	2019.6	2020.7	1.1	2019.6	2020.7	1.1		0	0	Internal - 141 Recurrent Training
5/13/2019	Denton			N456AG (Inactive) Piper PA34-200	2017.1	2019.6	2.5	2017.1	2019.6	2.5		2.5	0.7	Training - Check/EOC
5/13/2019	Denton		Test Flight	N456AG (Inactive) Piper PA34-200	2015.3	2017.1	1.8	2015.3	2017.1	1.8		1.8	0.5	Training - Flight Dual
5/9/2019	Denton			N456AG (Inactive) Piper PA34-200	2015	2015.3	0.3	2015	2015.3	0.3		0	0	Internal - Maintenance Flight
5/2/2019	Alliance			N456AG (Inactive) Piper PA34-200	2014.5	2015	0.5	2014.5	2015	0.5		0.5	0	Internal - Repositioning Flight
4/26/2019	Alliance			N456AG (Inactive) Piper PA34-200	2013.1	2014.5	1.4	2013.1	2014.5	1.4		1.4	1	Training - Flight Dual
4/25/2019	Alliance			N456AG (Inactive) Piper PA34-200	2011.8	2013.1	1.3	2011.8	2013.1	1.3		1.3	1.2	Training - Check/EOC
4/25/2019	Alliance			N456AG (Inactive) Piper PA34-200	2010.1	2011.8	1.7	2010.1	2011.8	1.7		1.7	1.9	Training - Check/EOC
4/25/2019	Alliance			N456AG (Inactive) Piper PA34-200	2008.3	2010.1	1.6	2008.3	2010.1	1.6		1.6	1.4	Training - Flight Dual
4/20/2019	Alliance			N456AG (Inactive) Piper PA34-200	2005.9	2008.3	2.4	2005.9	2008.3	2.4		2.4	1.1	Training - Flight Dual
4/19/2019	Alliance			N456AG (Inactive) Piper PA34-200	2005.9	2005.9	0	2005.9	2005.9	0		0	0	Internal - Maintenance Flight
4/15/2019	Alliance			N456AG (Inactive) Piper PA34-200	2004.4	2005.9	1.5	2004.4	2005.9	1.5		1.5	1.6	Training - Flight Dual
4/12/2019	Alliance			N456AG (Inactive) Piper PA34-200	2002.4	2004.4	2	2002.4	2004.4	2		2	0.7	Training - Flight Dual
4/11/2019	Alliance			N456AG (Inactive) Piper PA34-200	2000.3	2002.4	2.1	2000.3	2002.4	2.1		2.1	0.8	Training - Flight Dual
4/10/2019	Alliance			N456AG (Inactive) Piper PA34-200	1999.5	2000.3	0.8	1999.5	2000.3	0.8		0.8	0	Internal - Repositioning Flight
4/9/2019	Denton			N456AG (Inactive) Piper PA34-200	1998.3	1999.5	1.2	1998.3	1999.5	1.2		1.2	0.5	Training - Flight Dual
4/8/2019	Denton		Gear Unsafe Indication Gear warning horn, rolls right	N456AG (Inactive) Piper PA34-200	1997.1	1998.3	1.2	1997.1	1998.3	1.2		0	0	Internal - Maintenance Flight
4/5/2019	Denton			N456AG (Inactive) Piper PA34-200	1995.8	1997.1	1.3	1995.8	1997.1	1.3		0	1.5	Internal - Maintenance Flight
4/2/2019	Denton			N456AG (Inactive) Piper PA34-200	1994.5	1995.8	1.3	1994.5	1995.8	1.3		1.3	0.5	Training - Check/EOC
4/1/2019	Denton			N456AG (Inactive) Piper PA34-200	1992.4	1994.5	2.1	1992.4	1994.5	2.1		0	2.6	Training - Flight Dual
Total							64.3			65.9		45.2	37.3	

Date Opened	Reported By	Groundable	Closed	Status	Description
5/19/19		Yes	Yes	Issue verified and fixed.	Blown wheel strut starboard side. Previous flight crew landed hard and didn't squawk it. Thanks [REDACTED]
5/21/19		Yes	Yes	Issue verified and fixed.	"I am squawking pa-34 456AG since the landing gear would not retract after takeoff" Thank you [REDACTED]
5/30/19		Yes	Yes	Issue verified and fixed.	Propeller Strike on Left and Right Engine (Quarantined)
5/30/19		Yes	Yes	Issue verified and fixed.	100 Hour Inspection Due
7/12/19		Yes	Yes	Issue verified and fixed.	91.411 - 91.413 CERTIFICATION DUE:
7/17/19		Yes	Yes	Issue verified and fixed.	We need to squawk Seneca 456AG for the right tach. I've already called maintenance and sent them a video, so they are aware. Thanks, [REDACTED]
7/20/19		Yes	Yes	Issue verified and fixed.	Hi there please Squawk N456AG The left engine is impossible to set a specific RPM the needle oscillates severely. On the governor check the the RPM would not hold steady at 2000 rpm. Thank You [REDACTED]
7/23/19	[REDACTED] [REDACTED]	Yes	Yes	Issue verified and fixed.	Please squawk 456AG for the following reason: Right strut is bottomed out. Triage was consulted prior to squawk. [REDACTED] [REDACTED] Instrument Leader, CFI, CFII, MEI, Check Instructor US Aviation Academy [REDACTED]
7/24/19	[REDACTED]	Yes	Yes	Issue verified and fixed.	Left engine died during landing in Gainesville. Successfully restarted and returned to Denton. [REDACTED] [REDACTED]

Date Opened	Reported By	Groundable	Closed	Status	Description
7/25/19		Yes	Yes	Issue verified and fixed.	N456AG needs to be squawked for two separate reasons. When doing touch and goes the landing gear did not retract and remained down and locked even with the gear handle in the up position. Also after landing the left engine died on the runway after idling. The engine remained unfeathered. We were able to restart it on the taxi way. Thanks,

Date Opened	Reported By	Groundable	Closed	Status	Description
3/26/19		Yes	Yes	Issue verified and fixed.	Please squawk N456AG 1) Avionics Master - no power. Flipped switch on and GPS, transponder, ADS-B not turning on. [REDACTED] [REDACTED] US Aviation Academy Instrument Leader - CFI CFII MEI [REDACTED] [REDACTED]
3/31/19		Yes	Yes	Issue verified and fixed.	Good afternoon, Please squawk N456AG, the gear unsafe did not turn off once the gear was retracted. During gear extension the left main gear light initially didn't illuminate, upon exchanging the bulbs we realized the left main bulb was jammed and stuck inside the socket. [REDACTED] [REDACTED] Get Outlook for iOS
4/2/19		Yes	Yes	Issue verified and fixed.	50 hour inspection due
4/2/19		Yes	Yes	Issue verified and fixed.	Nose gear indicator light goes on and off during flight when the gear is down and locked. Other gear lights also flicker on and off. [REDACTED]
4/2/19		Yes	Yes	Issue verified and fixed.	Gear warning horn sounds at 18" [REDACTED] [REDACTED]
4/2/19		Yes	Yes	Issue verified and fixed.	Left throttle sticks at the bottom (Around idle) [REDACTED]
4/15/19		Yes	Yes	Issue verified and fixed.	Hard Landing [REDACTED]
4/26/19		Yes	Yes	Issue verified and fixed.	Gear unresponsive to change in gear handle after rotation. 3 green and 1 in the mirror. Per [REDACTED]
5/3/19		Yes	Yes	Issue verified and fixed.	Landing gear will not retract. Test flight is required
5/10/19		Yes	Yes	Issue verified and fixed.	Dispatch. I am squawking 456AG due to a low right strut. [REDACTED] Thank you! [REDACTED]

Date Opened	Reported By	Groundable	Closed	Status	Description
1/24/19		Yes	Yes	Issue verified and fixed.	Right main strut flat Oil puddle in left engine compartment
1/29/19		Yes	Yes	Issue verified and fixed.	Please squawk this aircraft for a bald left tire. [REDACTED] checked it out. Thanks [REDACTED]
2/4/19		Yes	Yes	Issue verified and fixed.	100 hour inspection due
3/4/19		Yes	Yes	Issue verified and fixed.	Please squawk N456AG because the right strut bottomed out during landing. [REDACTED]
3/13/19		Yes	Yes	Issue verified and fixed.	03-13-2019 Storm damage inspection
3/14/19		Yes	Yes	Issue verified and fixed.	"nose compartment opened on takeoff" [REDACTED]
3/19/19		Yes	Yes	Issue verified and fixed.	Please squawk 456AG for left engine oil leak. Oil on the bottom of the engine cowl was wiped off prior to flight to verify the excess oil in the compartment and running through a hole was not from a pilot spilling oil while adding it. There was oil running down the bottom of engine cowl after flight. [REDACTED]
3/21/19		Yes	Yes	Issue verified and fixed.	Left engine oil leak. [REDACTED] CFI, CFII, MEI, Check Instructor US Aviation Academy [REDACTED]
3/25/19		Yes	Yes	Issue verified and fixed.	Seneca 456AG left engine oil leak. Instructor verified oil before flight 7 quarts. After flight airplane had 6 quarts. Outside of aircraft was wiped down as well as intake manifold. After flight aircraft had oil on underneath of cowl and on intake manifold. Thanks, [REDACTED]