

Luke Douglas

PRE-BUY INSPECTION CHECKLIST

PIPER Registration # N7806W

Year 1964

Model PA-28-180

Date of Inspection 05/11/2023

X = OK ; Filled In = Needs Attention

GENERAL APPEARANCE

- Exterior, look for, dents. New, misaligned or non OEM rivets, high rivets, loose rivets
- ☒ New skins, or "non OEM" quality repairs from residual damage or evidence of damage history
- Glass clarity: smokey, crazed, or cracked & "stop drilled"
- Exterior corrosion (primarily @ lap joints), or flap hinges

FUEL TANKS

- ☒ Tanks, Leaking or Seeping @ rivets or screws
- ☒ Gas smell in cockpit? Or staining along Main spar or wing interior ?
- ☒ Tank leaks in gear well top at inspection panels and inside look @ sealant
- Fuel caps lock cam wear and O rings not cracked

☒ Fuel drains proper or leaking.

CABIN

- Cabin door handle security & engagement
- ☒ Check seats for condition of foam and backs for structural failure³
- ☒ Cams for distortion or wear and ease of operation to the best of ability
- Seat tracks for condition and dirt or corrosion & stops
- ☒ Labels and required Placards and Switches
- ☒ Magnetic Compass for fluid and correction card
- ☒ Soundproofing
- ☒ Condition of Plastic and interior upholstery (Fire certification for new upholstery)

FLIGHT CHECK

- ☒ Check ground control and runup-mags, idle & prop
- Fuel selector and fuel drain for markings and ease of operation
- ☒ Check RPM and Tach for accuracy & range markings

unknown → ☐ Check rigging (A/P on and off)

- Check all controls and gauges
- Check Avionics
- ☒ Engine smoothness or vibration

☐ GEAR / AIRFRAME

☒ Oleo struts, Dents from over-steering or excessive play (unloaded)

■ Check Exterior lights and interior lighting: Panel, enunciators, avionics and Cabin lighting

☒ Check brake discs and pads for wear or corrosion or cupping

☒ Tire Wear & sidewall aging

■ Check for corrosion in tail section, main and stub spar cap, gear wells, and battery compartment

☒ Leaking Windows, etc.

☐ ENGINE COMPARTMENT

☒ Muffler System for cracks or flame tubes and/or Turbo Cracked

☒ Exhaust system/ Intake/ Intact & properly clamped

■ Engine mount secure, cracks

☒ Check Cylinder Fins for cracks @ Exhaust Port

☒ Run Engine. Check for smoothness, balance, and engine noise

■ Engine leaking oil: case, cylinders, hoses, push rods etc.

☒ Compression check all cylinders while hot. Check Plugs for oil & wear, Insp.

☒ Inspect oil and filter/screen for metal (alum/steel)

☒ Inspect Oil Cooler damage, leaks, cracks, & operation (warm)

☒ Probes, transducers & wiring

☐ PAPER WORK / DOCUMENTS

☒ Log books (all -none missing), POH (current revision) , aircraft "ARROW" documents intact ?

■ Logbook inspection only (any record of damage history?)

☒ Last Annual 10/28/2022

■ ELT battery date; Due: 04/2023

■ AD list: ADs and reoccurring and important SBs

■ IFR Certification Date Not IFR Certified

■ Misc Notes & Discrepancies

Discrepancies on separate sheet

Disclaimer: I assume no liability for ultimate condition of this aircraft based on this "Pre-buy Inspection". This evaluation is not equivalent to an annual inspection. This evaluation, usually 12 man hours, utilizing 4 hours of time for flight check and paper work inspection, and 5 hours of mechanical inspection, with 3 hours for the opening and closing of panels investigating common areas where problems can occur. Normally I list discrepancies requiring maintenance. This is not really an appraisal either, as I are not listing positive qualities of this aircraft. Damage history may not be noted or detected unless poor repairs are obvious. Usually I am not aware if the airplane is being represented as "no damage history". Special attention to the history and other matters may be requested at the time of evaluation, but may not necessarily be included in the estimated 12 hours.



Latch on door (the exterior) needs work

~~Oil pressure high (red line) at 2200 & above~~

Att indicator fail

~~Att indicator ^{over} 75 ft off~~

~~Magnetic Compass between 10° & 25° off (depending on direction)~~

~~Turn/Bank indicator ^{doesn't work} (ball works)~~

○ CAN'T CONFIRM AP WORKS. (AP does hold candles to

Cockpit dash lights missing (except one) apparently they get hot

Light corrosion in battery box

Muffler shroud clip still stick clips need safety safetied

Screw safetied backwards on carb

~~Crack~~ Chuck of oil mixing from carb heat shield

~~Crack in~~

Engine leaks trace amount of oil from clip stick base & gas
cylinder #3 base.

Compression Test

1 74/80
2 75/80
3 74/80
4 71/80

Engine & Logs OK

Airframe & Logs OK

Prop - unknown

Discrepancies

- ~~3 torn buckles not safely wired in aft. fuselage~~
- o Small cracks in wheel pants. Dents
- o Cowling (Top) small paint chips/dents
- o Cowling (Bottom)
- ~~LH wheel pants loose~~

Surface Corrosion on co-pilot side seat rail. (Small spot)

Surface Corrosion on Fuselage belly near several bulkheads

- o Dent in LH wing underside ($\frac{1}{8}$ depth)

- x Several rusty fasteners around aircraft (Rudder Adaptor LD gear)

Light crazing on several windows & a step drill

Seals on fuel caps not OEM

~~No Magnets~~

- o Upholstery missing fasteners, a few tears & holes (small)

Baggage door strap damaged/needs repaired