

ERA24LA092

RECENT MAINTENANCE ENTRIES

Epic Flight Academy

Tail Number: N321GP
Please list only one discrepancy per discrepancy box

Date: 1/4 Pilot Name: J. Brown Contact Information: _____
 PIC Flight Hours: _____ PIC Highest Rating held: _____
 Date of last checkride or Flight review: _____
 Please circle where discrepancy occurred: FLIGHT OR GROUND

Discrepancy: (Please note any information that may help in troubleshooting the discrepancy)
ADS OUT DOES NOT APPEAR TO BE WORKING CORRECTLY. TWO AC
WERE BY US AND NOT SHOWING UP ON THE MAP. ASK EP813 IF
THEY COULD SEE US, THEY WERE NOT. A/C DID SHOW US ON RADAR.
 Aircraft determined to be safe to fly with open discrepancy on - (date) - _____
 By A&P or Chief Pilot only: _____

Action Taken: ADS13 status check good. A/c ok for return to
service

A&P Name: Heinrich Date: 1/4/24
 A&P Signature: [Signature] A&P Certificate Number: [Redacted]

Date: 1/1 Pilot Name: Tyler Prentiss Contact Information: 305-522-6034
 PIC Flight Hours: 1320 PIC Highest Rating held: CFII
 Date of last checkride or Flight review: 10/21/23
 Please circle where discrepancy occurred: FLIGHT OR GROUND

Discrepancy: (Please note any information that may help in troubleshooting the discrepancy)
We were taking to do a runup. we had slowed down
to make a right turn to kick the tail to the grass
the right brake was not working properly. very soft. Nose and 1 man went
into grass
 Aircraft determined to be safe to fly with open discrepancy on - (date) - 1/12/24
 By A&P or Chief Pilot only: A+P

Action Taken: bled RH brake jaw cessna maint. publications
ops check, good.

A&P Name: Daniel Lehnner Date: 1/12/24
 A&P Signature: [Signature] A&P Certificate Number: [Redacted]

Photograph 1 - Recent Brake Bleeding Maintenance Entry (Courtesy of FAA)

Epic Flight Academy

Tail Number: N320P

Please list only one discrepancy per discrepancy box

Date: _____ Pilot Name: Lashin Contact Information: _____
 PIC Flight Hours: _____ PIC Highest Rating held: CFIT
 Date of last checkride or Flight review: _____
 Please circle where discrepancy occurred: FLIGHT OR GROUND

Discrepancy: (Please note any information that may help in troubleshooting the discrepancy)
Right brake pressure inconsistent, lost it completely holding
start of runway, then it came back overly strong and
lost it again

Aircraft determined to be safe to fly with open discrepancy on - (date) - _____
 By A&P or Chief Pilot only: _____

Action Taken:
Tightened Pilot's R/H brake pedal. Ops check good.
A/C ok for return to service.

A&P Name: Daniel Robinson Date: 01/20/2024
 A&P Signature: _____ A&P Certificate Number: _____

Date: _____ Pilot Name: _____ Contact Information: _____
 PIC Flight Hours: _____ PIC Highest Rating held: _____
 Date of last checkride or Flight review: _____
 Please circle where discrepancy occurred: FLIGHT OR GROUND

Discrepancy: (Please note any information that may help in troubleshooting the discrepancy)

Aircraft determined to be safe to fly with open discrepancy on - (date) - _____
 By A&P or Chief Pilot only: _____

Action Taken:

A&P Name: _____ Date: _____
 A&P Signature: _____ A&P Certificate Number: _____

Photograph 2 - Recent Brake Pedal Adjustment Entry (Courtesy of FAA)