

Book # 2

Record General Information

Manufacturer Piper Model PA-28R-180
18R-30723 Registration Number N4972J
Manufacture May 1962

Currently installed:

Manufacturer Lyc. Model IO-360-B1E Serial L-5132-51A
Manufacturer _____ Model _____ Serial _____

Previously installed:

Manufacturer _____ Model _____
Serial _____ Serial _____
Serial _____ Serial _____
Serial _____ Serial _____

Goleta CA. 93117

AIRFRAME LOGBOOK ENTRY

REG. #: N4972J

Piper 28R S/N: 28R-30723

Tach Time: 3704.90 Airframe Total Time: 3704.90

quawk: Aircraft Due For Annual Inspection.

the
FBO under

Corrective Action: Completed Airframe Annual Inspection and was determined to be in an Airworthy Condition. Complied with FAR 91.207 (d) by test and inspection of the ELT per Para (D). ELT checks satisfactory. Battery expires 7/2016. Drained and removed gasolator filter and seals. Cleaned and reinstalled same filter, installed new seals, P/N 462-049. All leaks check good. Repacked aircraft and performed gear swing operational check. All checks test good. In transit light operating as advertised. 1000 hours AD95-26-13), replaced all flexible oil and fuel lines, see separate log book entry. Replaced (500 hour) all cowl bushing R-rings, P/N 05-01764. Removed magnetos for 500 hour inspection and sent to third party. Re-installed overhauled magnetos and timed engine. All checks test good. Disassembled hydraulic pump motor (500 hour) and inspected. No defects noted. Brushes within limits. Re-assembled motor. Operational checks good. Replaced Front/Right cabin air vent, P/N 65735-18. Serviced hydraulic brake reservoir with Mil-H-5606 fluid. Operational checks good. Removed center flap console and inspected flap attachment bolt. No defects noted. Re-installed center console. Installed new nose gear strut cap, P/N 454-053. Removed all Main Landing Gear brake linings, installed new linings, Cleveland P/N 66-106. Performed taxi run, no defects noted. Removed Nose and Main Gear wheel bearing, and inspected. No defects noted. Repacked and re-install all wheel bearings. Ref: Piper PA28R-180 Service Manual, Sec II, VIIA (Para 7A-58), VI, IX (Table III, Note 7, 11, 19 and 23), XII, and AC43.13-1B, 2B.

I certify this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent details of the work are on file at this IA's FBO under Work Order # 154002B

Thomas McGregor

May 27, 2015

END

DATE

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Accurate Aviation

Santa Barbara, CA

AIRFRAME LOGBOOK ENTRY

Piper 28R

Tail #: N4972J S/N: 28R-30723

Tach: 3704.90

Squawk: Comply with Aircraft Altimeter / Static systems and ATC transponder certification per 14CR91.411 and 14CFR91.413 and 14CFR Part 43 Appendix E and F.

Corrective Action: Complied with static system operational and leak checks and complied with ATC transponder operational check. All tests check good. Static system leak tested good per FAR23.1325.

I certify that the ATC transponder tests, including data correspondence, required by FAR91.413 have been performed and found to comply with 14CFR Part 43 Appendix E & 14CFR Part 43 Appendix F. The system was tested to 18,000 feet.

ATC Transponder: King P/N 066-1062-00 S/N 67082

Alt: United Instruments: P/N LA-71-11 S/N A4848

The aircraft airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this FAA Certified Repair Station under Work Order # 15-032.

Accurate Aviation Group

END

May 27, 2015

Goleta CA. 93117 (

AIRFRAME LOGBOOK ENTRY

REG. #: N4972J

Piper 28R S/N: 28R-30723

Tach Time: 3704.90 Airframe Total Time: 3704.90

Squawk: Aircraft Due For Annual Inspection.

Corrective Action: Completed Airframe Annual Inspection and was determined to be in an Airworthy Condition. Complied with FAR 91.207 (d) by test and inspection of the ELT per Para (D). ELT checks satisfactory. Battery expires 7/2016. Drained and removed gasolator filter and seals. Cleaned and reinstalled same filter, installed new seals, P/N 462-049. All leaks check good. Jacked aircraft and performed gear swing operational check. All checks test good. In transit light operating as advertised. 1000 hours (AD95-26-13), replaced all flexible oil and fuel lines, see separate log book entry. Replaced (500 hour) all cowl bushing R-rings, P/N 05-01764. Removed magnetos for 500 hour inspection and sent to third party. Re-installed overhauled magnetos and timed engine. All checks test good. Disassembled hydraulic pump motor (500 hour) and inspected. No defects noted. Brushes within limits. Re-assembled motor. Operational checks good. Replaced Front/Right cabin air vent, P/N 65735-18. Serviced hydraulic brake reservoir with Mil-H-5606 fluid. Operational checks good. Removed center flap console and inspected flap attachment bolt. No defects noted. Re-installed center console. Installed new nose gear strut cap, P/N 454-053. Removed all Main Landing Gear brake linings, installed new linings, Cleveland P/N 66-106. Performed taxi run, no defects noted. Removed Nose and Main Gear wheel bearing, and inspected. No defects noted. Repacked and re-install all wheel bearings. Ref: Piper PA28R-180 Service Manual, Sec II, VIIA (Para 7A-58), VI, IX (Table III, Note 7, 11, 19 and 23), XII, and AC43.13-1B, 2B.

I certify this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent details of the work are on file at this IA's FBO under Work Order # 154002B

Thomas McGregor

END

May 27, 2015

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AIRFRAME LOGBOOK ENTRY

Piper PA-28R-180

Tail #: N4972J S/N: 28R-30726

Tach Time: 3709.69

Repair: Install a Garmin GMA340 Audio Panel, Garmin GTN650 GPS/Nav/Com, Garmin GDL88 XM Weather Receiver and Garmin GTX 327 ATC Transponder.

Corrective Action: Removed existing Bendix/King KM170B COM/NAV, Apollo 800 Loran, Narco CP126 Audio Panel, KT76A Xponder, KR86 ADF, DVOR/100 Marker Beacon Rcvr, KI 201C VOR indicator, antennas and associated mounting trays. Installed "new condition" serviceable Garmin GMA340 Audio Panel, Garmin GTN650 GPS/Nav/Com, Garmin GDL88 XM Weather Receiver, Garmin GTX 327 ATC Xponder, and a Trans Cal Encoder with electrical wiring in accordance with Garmin STC's #SA02019SE-D, SA02119SE, SA00710W1, and SA00870W1. Installed "repaired condition" serviceable KI 208 VOR Indicator with electrical wiring. The newly installed units were integrated with the existing avionics equipment on board the aircraft IAW Accurate Aviation Group Inc.'s Wiring Diagram #150034 1.1, 2.1, 3.1, 4.1, and 5.1, dated 18 August 2015, Garmin GTN650 Installation Manual #190-01007-A3, Revision 8 dated November 2014, Garmin GDL 88 Installation Manual #190-01122-00, Revision C, dated August 2013, Garmin GMA 340 Installation Manual #190-00149-01, Revision L, dated June 2003 and Garmin GTX 327 Installation Manual #109-00187-02, Rev J, dated May 2003, and KI 208 VOR Installation Manual #006-00140-0004, Rev 4, dated August 2002.

The GMA340 was installed at the top of the radio rack which is centrally located in the instrument panel, using existing mounting provisions IAW AC43.13-2B Chapter 2. The GTN650 was installed underneath the GMA 340 in the radio rack using existing mounting provisions IAW the applicable STC and AC43.13-2B Chapter 2. The GDL88 was installed on the aft avionics rack in the rear baggage area of the aircraft using existing mounting provisions IAW the applicable STC and AC43.13-2B Chapter 2. The GTX 327 was installed underneath the existing KX 155, which was relocated underneath the GTN 650, using existing wiring and mounting trays. The KI 208 VOR was installed in the #2 position vacated by the KI 201C. All equipment mounting was completed IAW AC43.13-2B Chapter 2 and their respective Installation Manuals.

The existing 3amp Circuit Breakers (CB's) on the avionics bus powering the CP126 Audio Panel was replaced by a single 5amp CB powering the new GMA340 Audio Panel. One new 10 amp and one new 7.5 amp CB's were added to the avionics bus to power the newly installed Garmin GTN650 GPS/Nav/Com. A single new 2 amp CB was added to the avionics bus to power the Garmin GDL88 XM weather receiver. Finally, the existing 3 amp CB on the avionics bus powering the KT76A was used to power the GTX327 Xponder. All circuit breakers were installed on the existing CN panel located on the lower left instrument panel and where labeled for function.

The system was function tested per the "Operational Checkout" sections contained in each of the aforementioned Installation Manuals. All systems ground check satisfactory.

I certify that ATC transponder tests, including data correspondence, required by FAR91.413 have been performed and found to comply with 14CFR Part 43 Appendix E & 14CFR Part 43 Appendix F. The system was tested to 18,000 feet.

An FAA Form 337 was completed a copy of which was submitted to the Oklahoma FAA office and the aircraft operator together with any applicable Flight Manual Supplements.

A revised aircraft weight and balance and equipment list was completed and provided to the aircraft operator.

Removed Equipment: KM170B COM/NAV P/N: 069-1020 S/N: 74576
Apollo 800 Loran P/N: 430-6004-007 S/N: 46003
Narco CP126 Audio Panel P/N: CP126 S/N: 41163
KT76A Xponder P/N: 066-1062-00 S/N 67082
KR86 ADF P/N: 066-1038-00 S/N: 2512
DVOR/100 P/N: DVOR/100 S/N: 0485
KI 201C VOR Indicator P/N: 066-3008-02 S/N 26930

Installed Equipment: Garmin GMA340 P/N: 011-0040-10 S/N: 96289621
Garmin GA-35 Antenna P/N: 011-00583-00 S/N: 101544
Garmin GTN650 GPS/COM/NAV P/N: 010-00813-50 S/N: 1Z8014186
Garmin GTX 327 P/N: 010-00188-03 S/N: 83751096
Garmin GDL88 P/N: 010-00859-30 S/N: 22T003456
AT575 Antenna P/N: 0113-00235-00 S/N 101544
KI 208 VOR Indicator P/N: 066-3056-00 S/N 61728
Trans Cal Encoder P/N: SSD120-30NRS232 S/N: SRN19412

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at FAA Certified Repair Station's FBO under Work Order # 15-034.

Accurate

August 17, 2015

END

Reference of Major Repairs and Major Alterations To

Accurate Aviation
Barbara, CA

AIRFRAME LOGBOOK ENTRY
Piper PA28R-180
Tail #: N4972J S/N: 28R-30723
Tach: 3704.90

Work: Install Cylinder Head Temperature Gauge System.

Corrective Action: Installed "new conditioned" serviceable CHT Gauge System, P/N OII 0906941, Ref: EII Installation Manual dated September 1994. STC# SA2350NM. The CHT gauge was installed in the upper right hand side of instrument panel, in the location vacated by the DVOR/100. A new 1amp CB was added to the avionics bus to power the newly installed CHT Gauge and labeled for function.

ON: CHT Gauge P/N OII 0906941 S/N: 170572

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this FAA Certified Repair Station's FBO under Work Order # 15-034.

August 17, 2015

Accurate Aviation Group

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Santa Barbara, CA

AIRFRAME LOGBOOK ENTRY

Piper PA28R-180

Tail #: N4972J S/N: 28R-30723

Tach: 3724.5

Squawk: Auxiliary Fuel Pump Inoperative.

Corrective Action: Troubleshoot fuel pump, verified needs to be replaced. Removed fuel pump, P/N 8120-G and replaced with "new condition" serviceable fuel pump. Performed ground operational checks, all checks test good. Ref: PA-28R-180 Service Manual, Rev. PR080131, 2008, Para 9-44.

Fuel Pump OFF: P/N 8120-G S/N 58108 ON: P/N 8120-G S/N 188243

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this FAA Certified Repair Station's FBO under Work Order # 15-066.

Accurate Aviation Group

October 2, 2015

Accurate Aviation
Santa Barbara, CA

AIRFRAME LOGBOOK ENTRY

Piper PA28R-180

Tail #: N4972J S/N: 28R-30723

Tach: 3725.4

Squawk: Pilot's push to talk sticks on transmit.

Corrective Action: Cleaned switch with contact cleaner. Pilot's push to talk switch operationally checks good. Ref. AC 43.13-1B Chapter 11 Section 1 and Section 4.

The aircraft, airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this FAA Certified Repair Station's FBO under Work Order # 15-069.

Accura:  

October 6, 2015

AIRFRAME LOGBOOK ENTRY

Piper 28R

Tail #: N4972J S/N: 28R-30723

Tach: 3704.90

Squawk: Recover aircraft seats, replace carpet and interior panels.

Corrective Action: Removed front and rear seats and replaced cushions and upholstery with AirTex P/N 108486-707, Color DL2-6 Tawny and DT-77 Barley. Reinstalled front and rear seats.

Removed Left & Right wall panels and Aft bulk head panel and replaced with AirTex P/N 108486-809, Color DL2-6 Tawny and DT-77 Barley, Kicks Beige.

Removed carpeting and replaced with AirTex P/N 108486-1402, Color Beige.

Burn certifications provided to Operator. No requirement for Weight and Balance change. (Entire refit weight increase was less than 3 lbs.) All above materials were tested to FAR 25.853 (a), Appendix F Part 2(a)(1)(8). Reference PA-28R-180 Service Manual, Rev. PR080131, 2008 and AC 43.13-1B, Chapter 2, Section 1.

The aircraft airframe, engine, propeller or appliance identified above was repaired and/or inspected in accordance with current regulations under the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this FAA Certified Repair Station under Work Order # 15-061.

Accurate Aviation Group

September 20, 2015

Engine Record General Information

Manufacturer Lycoming Model IO-360-B1E

Serial L-5132-51A Type Certificate

This engine is currently installed in aircraft N4972J, PA280R-180 Ser# 28R-30723

Minimum Octane Fuel _____ Oil Grade: Summer _____ Winter _____

Magneto Time _____ Point Setting _____ Firing Order _____

Spark Plug Gap _____

Manufacturer recommended overhaul at _____ hours

Goleta CA. 93117

ENGINE LOGBOOK ENTRY

REG #: N4972J S/N: 28R-30723

Continental IO-360-B1E S/N L5132-51A

Tach Time: 3704.9 Total Time: 3704.9

Time Since Overhaul: 1308.0

Squawk: Engine Due For Annual Inspection

Corrective Action: Completed Engine Inspection and was determined to be in an Airworthy Condition. Compression checked as follows: 1 (72), 2 (71), 3 (71), 4 (75). Removed valve covers. Cleaned and inspected valves, rocker and covers. No defects noted. Re-installed valve covers with new gaskets, P/N 08-01314. AD 2011-26-04 external fuel injection line inspection due. Inspection of external fuel injection lines complied with. Cleaned fuel injectors and inlet screens. No defects noted. Removed all 8 spark plugs. Gapped and installed new spark plugs, P/N UREM38E. Performed engine operational check. All checks test good. Checked AD Biweeklies through 2015-10, all ADs to be found in compliance. Ref: Piper PA28R-180 Service Manual, Sec II, VIIA (Para 7A-58), VI, IX (Table III, Note 7, 11, 19 and 23), XII and Lycoming Engine SB No. 342F, dated June 4, 2010.

I certify this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent details of the work are on file at this IA's FBO under Work Order # 15-002B.

Thomas McGregor

END

May 27, 2015

Goleta CA. 93117

ENGINE LOGBOOK ENTRY

REG #: N4972J S/N: 28R-30723

Continental IO-360-B1E S/N L5132-51A

Tach Time: 3704.9 Total Time: 3704.9

Time Since Overhaul: 1308.0

— **Squawk:** 1000 hour replacement of all flexible oil and fuel vent lines due.

— **Corrective Action:** Removed all flexible oil and fuel vent lines. Installed all new flexible oil and fuel vent lines (Hose Kit P/N 28R-180-2). Performed engine ground operational checks. No leaks. All checks test good. Ref: Piper PA28R-180 Service Manual, Sec II, VIIA (Para 7A-58), VI, IX (Table III, Note 7, 11, 19 and 23), XII, Lycoming Engine SB No. 342F, dated June 4, 2010 and AC 43.13, 1-B, 2-B.

— I certify this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Pertinent details of the work are on file at this IA's FBO under Work Order # 14-002B.

— Thomas McGregor

May 27, 2015