

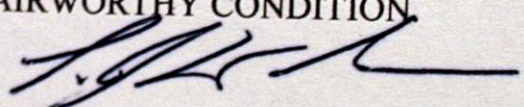
Book #3

Aircraft Record General Information

Manufacturer Piper Model PA28-180
 Serial 28-1249 Registration Number N 7367W
 Date of Manufacture _____

AUGUST 19, 2019 N7367W PA-28-180 S/N 28-1249 TTAF 3084.3

COMPLETED ANNUAL INSPECTION. LUBED FLIGHT CONTROLS.
 REPACKED WHEEL BEARINGS. DRAINED FUEL BOWL, CLEANED FUEL
 SCREENS. REPLACED AIRFILTER. CHECKED ELECTRICAL SYSTEM. ELT
 TESTED IAW FAR 91.207 FOUND OK. EXP 5/21. A/C GROUND RUN
 SATISFACTORY. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED
 IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN
 AIRWORTHY CONDITION.


 LAWRENCE J. DONALDSON
 IA 216688993

YEAR	TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
20 20	3086			

1/13




Model: tailBeacon TSO
 P/N: UAV-1002183-001

uAvionix
 P/N: UAV-1002183-001
 MOD: 1
 S/N: 2005204

Certificate of Conformance

I hereby certify that the product/s enclosed herewith, manufactured by uAvionix Corporation, have been inspected and found to be in full accordance with the specifications of:
TSO-C154c B1S, TSO-C145e Beta 1 INCOMP, TSO-C88b, and TSO-C30c Type III.

By:  Chris Palmer
 Country of Origin: U.S.A.

Date: 10.25.19
 UAV-1003043-001 (Rev A)

SSID: Beacon-Effk
 Pass: Charliesonic



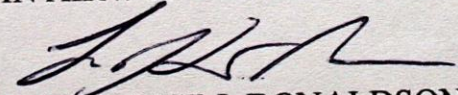
YEAR 2020 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Techn Repair Facility. (See back pages for other specific entries.)
6/1	3087			Battery Replaced

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413
HAVE BEEN PERFORMED AND THAT THE EQUIPMENT MEETS THE
REQUIREMENTS OF FAR 43 APPENDIX F.

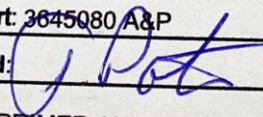
SIGNATURE  DATE 9/4/2020
CHESAPEAKE AVIATION SERVICE, INC. C.R.S. LH 1R296K

SEPTEMBER 4, 2020 N7367W PA-28-180 S/N 28-1249 TTAF 3087.0

COMPLETED ANNUAL INSPECTION. LUBED FLIGHT CONTROLS.
REPACKED WHEEL BEARINGS. DRAINED FUEL BOWL, CLEANED FUEL
SCREENS. REPLACED AIRFILTER. CHECKED ELECTRICAL SYSTEM. ELT
TESTED IAW FAR 91.207 FOUND OK. EXP 5/21. FILED 337 FORM THIS DATE
FOR INSTALL OF UAVIONI UAV-1002183-001 BY PERSONS UNKNOWN. A/C
GROUND RUN SATISFACTORY. I CERTIFY THAT THIS AIRCRAFT HAS BEEN
INSPECTED IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE
IN AIRWORTHY CONDITION.


LAWRENCE J. DONALDSON
IA 216688993

(See back pages for other specific entries.)

Date: 08/23/2021 Hours: TACH 3095.3 Tail: N7367W
 Make: PIPER Model: PA28-180 S/N: 28-1249
 Name: Tracey Potter Cert: 3645080 A&P
 Co: Midwest Aircraft Services Signed: 

REMOVED PRIMER AND REPLACED ORINGS. REINSTALLED PRIMER AND PERFORMED OPERATIONAL
CHECK.

N7367W

Date: 08-25-2021 Tach: 3,095.74

Installed new compass correction card to this compass after swinging the compass. C/W AD 2013-02-13 Stabilator control system Inspection by C/W SB 1245A. Control cable inspection and scope of inspection checked satisfactory at this time. C/W AD 2020-24-05 Wing Spar Inspection was completed by C/W SB 1304A. Left & Right wing spar sections boro-scoped satisfactory at this time. Inspected scope of work, found airworthy at this time.

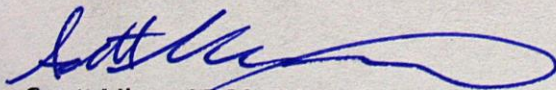
Bradly Kent Huddle A & P IA 3130038

Bradly Kent Huddle

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician</small>
10-11				<p>ANNUAL INSPECTION AIRFRAME Date: 10-11-2021 N7367W PA28-180 Tach: 3095.84 AFTT: 3502.11 SMOH: 218.64 C/W an annual inspection on this aircraft IAW FAR 43 App D and Piper PA28-180 inspection forms as a guide. Washed aircraft, C/W FAR 91.207D 1-4 by installed new ELT batteries, vis inspection and ops checked satisfactory. C/W AD 76-07-12 IGT SW by ops checked satisfactory, C/W AD 69-22-02 by vis Inspection checked satisfactory. Installed new vacuum filter. Lubed aircraft per lube chart , ground ran this aircraft all systems checked satisfactory, no fluid leaks noticed at this time. Inspected this aircraft IAW an annual and found in airworthy condition. I return this aircraft back to service. Bradly Kent Huddle A & P IA 3130038</p> <p><i>Bradly Kent Huddle</i></p>

YEAR Aircraft Logbook Entry: 11/12/2021
NO N7367W Make/ Model: Piper PA28-180 SN: 28-1249 Tach: 3102.62
DATE

Pilot reports aircraft engine stalled and unable to restart draining aircraft battery in the process of attempting to restart. Also pilot reports Vacuum system INOP. Removed upper and lower cowling. Opened cargo door and removed partition to access aircraft battery. Opened battery box and removed battery. Fully charged aircraft battery and reinstalled. During start procedures found electric pump will not create any pressure on instrument panel gage and primer will not pressurize either. Found fuel strainer completely empty but both fuel tanks have at least 7 gallons of fuel in each. Removed strainer bowl and clean out debris. Removed carburetor screen and cleaned and reinstalled. Removed pilot and co-pilots seats and pilot sidewall panel for access. Removed fuel selector valve and cleaned out debris. Lubricated selector valve and reassembled and installed per SB0355. Found all 4 fuel hoses at electric pump "t" fittings incorrectly positioned per Piper diagram. Disconnected all 4 fuel hoses from electric pump "t" fittings and reconnected per Piper diagram. Engaged electric pump, fuel strainer filled and system pressurized properly. Reinstalled pilot and co-pilots seats and pilot sidewall panel. Secured all wiring and cables that were found to be loose and interfering with control column/chains and sprockets behind instrument panel. Removed and replaced vacuum pump with P/N: 215CC S/N: 196869. Reinstalled upper and lower engine cowling and performed engine start and run with no defects or leaks noted. Aircraft is approved for return to service.


Scott Minor AP3353509

Y'S Aircraft Logbook Entry: 06/08/2022
IT Reg: N9667J Make/Model: Piper PA28-180 SN: 28-1249
ACTT : 3103.5 Tach: 2788.8

Removed interior and opened all access panels. Tested and inspected ELT in accordance with FAR 91.207 ops check good ELT battery expiration date 10/2023. Removed Main and Nose wheel and tire assemblies, cleaned, inspected. Disassembled both Main wheel and Nose wheel assemblies, replaced INBD half of RH wheel due to heavy and deep pitting on bead flange with serviceable P/N: 161-16, Installed new tires on all 3 wheels using Airhawk 600-6 tires. Removed and replaced both brake rotors with P/N: 164-00500. Reassembled all three wheels and packed bearings, installed new bearing seal kits on LH wheel assembly using P/N: B39001 and reinstalled wheel assemblies on aircraft. Inspected brakes, replaced LH and RH caliper piston seal with P/N: AN6227-23 seals. Replaced LH caliper bleeder valve assembly with P/N: 081-00100 and 079-00300. Removed and replaced all 4 brake linings with P/N: 066-10600. Serviced and bled brake system. Both MLG torque links have play due to incorrect shimmming. Installed shim P/N's: 63311-000 and 63311-003 as required. Found Robertson STOL mod cable wrapped around lower stabilator control cable. Disconnected Robertson STOL cable and re-routed and reconnected. Checked flight control cable tensions all tensions within limits, lubricated all pulleys, hinge and pivot points. Found wiring nuts in use behind instrument panel; removed wiring nut and spliced wiring using butt splices as needed. Removed and replaced main vacuum filter with P/N: D9-18-1 and regulator filter P/N: B3-5-1. Removed both pilot and co-pilot control yoke shafts and replaced yoke shaft bushings and spacers using P/N: 62871-00 and 62870-000. Reinstalled both control yoke shafts. Removed pilot and co-pilot seal belt assemblies and reinstalled after repair by AeroFabricators under their work order # 123219. Installed new baggage door hold open strap and studs P/N: 65440-801 and 690-727.

Continued-->

LH fuel cell sump drain leaking; removed and replaced valve with new P/N: CA 1550.
Adjusted vacuum regulator to set vacuum gauge at 5.0 inHG at medium RPM. Re-placarded generator circuit breaker to indicate Alternator. Serviced struts with fluid and nitrogen as required. Serviced tires with nitrogen as required. Serviced brake reservoir with fluid as required.

Removed and replaced tachometer due to inaccuracy of 200 RPM at max power setting using serviceable P/N: 62177-03 with tach reading of 2788.8 hours.

AD 76-07-12 bendix switch test, no defects noted. Repetitive inspection, NEXT DUE at **3203.5 hours** or **06/2023**.

AD 69-22-02 Inspection NEXT DUE at **3195.8 hours**

AD 70-18-05 recurring inspection **Terminated** due to new stabilator balance weight tube type previously installed

AD 96-10-03 C/W on this date by inspection and replacement with new hardware P/N: 63900-174 and 400-673

AD70-18-05 C/W on this date by installation of Piper Kit 757-123 at both torque links
All AD's current as of this date.

Reinstalled all interior access panels, interior furnishings, exterior access panels and engine cowling.
All work accomplished I/A/W Piper Service Manual, current Advisory Circulars.

I certify that this aircraft has been inspected in accordance with an Annual Inspection per 14 CFR 43 appx D, and found it to be in airworthy condition as of this date and is approved for return to service.



Scott Minor AP3353509IA

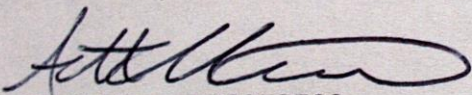
YE Aircraft Logbook Entry: 02/09/2023
20 N7367W Make/ Model: Piper PA28-180 SN: 28-1249 Tach: 2788.99

DA Removed both FWD seats, disconnected and removed horizon gyro S/N: 9249 and replaced with overhauled RC Allen 22-7 S/N: 22JR0037 difference in weight is negligible (approx 1 ounce) with no adjustments made to aircraft W&B. Removed rigid line from between vacuum gage and horizon gyro position and replaced with vacuum hose due to finding rigid line chafing caused by prior routing over audio panel rack. Connected vacuum hoses and replaced vacuum filters. Reinstalled both FWD seats.

All work accomplished I/A/W Piper PA28 Service Manual and AC43.13-1b.

Performed engine start and run-up for ops and leak check with no defects or leaks noted.

Aircraft is approved for return to service.



Scott Minor AP3353509

Aircraft Logbook Entry: 03/14/2023

Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 2798.79

Pilot reports EGT, VSI and Turn slip indicator have all become INOP or are intermittent. Removed upper and lower cowling, found EGT wiring splice to have broken. Repaired by replacing splice. Engine run up and taxiing finds vacuum gyro not working in turn slip indicator. Removed turn slip indicator P/N: 20-2500 S/N: A1715. Installed serviceable RC Allen 82A-11 S/N: 63B0084 turn coordinator and wired in 1 amp circuit breaker P/N: W58-XC4C12A-1 using 18ga wiring. Capped/plugged vacuum line.

Inspected static system lines, with no defects noted. Applied air pressure difference to static system and all instruments respond; advised for test flight to recheck report of INOP VSI.

Removed starter P/N: 1109519 S/N: 810 and installed new Skytec 149N S/N: H-X022702. Ops test of EGT, Turn coordinator and starter all GOOD. Reinstalled all engine cowling. All work accomplished I/AW Piper Service Manual, AC43.13-1b and Skytec/Hartzell installation instructions Weight and balance and equipment list updated.

Scott Minor AP3353509

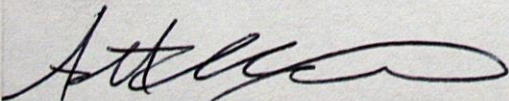
YEAR 20 23	TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
01/14/23	2830.53			Intermittent no start condition. Trouble-shooting finds no faults @ the starter. Found excessive voltage drop on the output side of the firewall mounted starter solenoid. Removed upper & lower cowling. Removed & Replaced Firewall mounted Starter Solenoid w/ new LAMAR STS-S12 S/N: 80X90008. Ops test of Starter OK, Voltage drop on output side of new Solenoid in acceptable limit. Installed I/AW Lamar Contractor Installation Distributions ST80001 Rev. F AP3353509

Aircraft Logbook Entry: 06/08/2022
Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 2884.9

Starter INOP, Troubleshooting finds full voltage and adequate cranking amperage available at starter. Removed propeller and displaced oil cooler. Removed starter P/N: 149NL and replaced with new P/N: 149NL S/N: H-X041857. Repositioned oil cooler and reinstalled propeller and safetied attaching bolts after torquing. Engine start and run up Good. Disassembled nose strut and replaced all seals with seal kit P/N: TPNS-1. Reassemble nose strut and serviced with new hydraulic fluid and nitrogen. Set nose strut chrome extension to Piper specs. Removed and replaced landing light with new P/N: GE-4509. Ops test good.

Replacement of over head trim handle at customer request finds the trim crank drive shaft to be worn. Removed over head trim crank and pulley assembly. Found trim cable to have multiple kinks and frayed strands. Replaced trim cable with new MC62701-015, replaced over head trim crank mechanism and handle with serviceable assembly comprised of part numbers 62844-00, 62757-00, 452-372, 62759-00, 20908-00 and 464-023. Rigged stab trim system, checked stabilator and trim tab deflections and safetied cable turnbuckle. Ops test of trim system GOOD

All work performed I/A/W Piper PA28 Service manual.

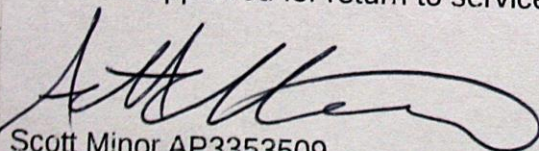

Scott Minor AP3353509

YE Aircraft Logbook Entry: 08/22/2023
20 N7367W Make/ Model: Piper PA28-180 SN: 28-1249 Tach: 2953.81
DA

— Right main strut collapsed upon landing. Jacked aircraft and removed wheel and torue links. Disassemble strut piton from strut housing and replaced all seals from new seal kit P/N: TPMS-1. Reassemble strut and and reinstalled torue links and wheel. Serviced RH strut with hydraulic fluid and nitrogen. Adjusted both main strut piston chrome exposure to Piper specifications.

— Pilot reported intermittent INOP transponder and last flight smell of hot electronics and whisps of smoke in the cabin. Tested and verified intermittent INOP transponder. Found when transponder became INOP the transponder case would become excessive hot and the smell of hot electronics would begin. Removed transponder and replaced with Narco AT-50A S/N: 24242 repaired by El Paso Aero CRS# VL1R562K reference El Paso Aero W/O# 73692 for repairs performed. Ops test of transponder GOOD.

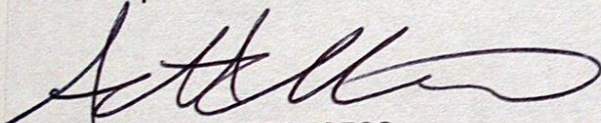
— Aircraft is approved for return to service.


Scott Minor AP3353509

Aircraft Logbook Entry: 08/30/2023

Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 2966.16

Removed upper and lower cowling. Repaired landing light wiring and resecured wiring. Reinstalled upper and lower cowling. Ops test of landing light GOOD. All work performed I/A/W Piper PA28 Service manual.



Scott Minor AP3353509

Aircraft Logbook Entry: 10/26/2023

Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249

ACTT : 3310.7 Tach: 2996.03

Removed interior and opened all access panels. Tested and inspected ELT in accordance with FAR 91.207 ops check good ELT battery due replacement, installed new MN1300 batteries and next due replacement by 10/2025. Removed Main and Nose wheel and tire assemblies, cleaned, inspected and re-backed wheel bearing. Reinstalled wheel assemblies on aircraft with new cotter pins. Replaced nose wheel axle with new P/N: 82062-056. Inspected brake calipers and linings. Checked flight control cable tensions all tensions within limits, lubricated all pulleys, hinge and pivot points. Removed and replaced main vacuum filter with P/N: D9-18-1 and regulator filter P/N: B3-5-1. Replaced induction filter with new BA-3. Replaced sump drain valve with new P/N: CA 1550. Repaired multiple sections of engine baffling due to cracking. Fabricated and installed new patch on forward left baffle above oil cooler. Repaired Exhaust shroud on RH side of engine.

Serviced struts with fluid and nitrogen as required. Serviced tires with nitrogen as required. Serviced brake reservoir with fluid as required.

C/W AD 69-22-02 Inspection using 10x magnifying glass, no defects at this time.

NEXT DUE at **3410.7 hours**

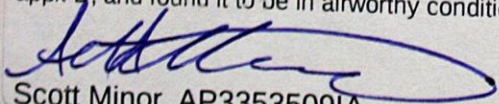
C/W AD 76-07-12 bendix switch test, no defects noted. NEXT DUE at **3410.7 hours or 10/2024**.

All AD's current as of this date.

Reinstalled all interior access panels, interior furnishings, exterior access panels and engine cowling.

All work accomplished I/A/W Piper Service Manual, current Advisory Circulars.

I certify that this aircraft has been inspected in accordance with an Annual Inspection per 14 CFR 43 appx D, and found it to be in airworthy condition as of this date and is approved for return to service.

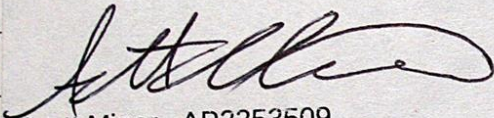


Scott Minor AP3353509IA

Y Aircraft Logbook Entry: 11/2/2023

2 Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 3001.23

LH main gear strut found leaking fluid. Jacked right wing and dis-assemble right main gear strut. Cleaned all sharp burrs and nicks away with fine emery cloth. Removed and replaced seals with seal kit TPMS-1. Re-assmebled right main main strut and serviced with new fluid an nitrogen charge. Removed jack and set strut piston extension height.



Scott Minor AP3353509

E Aircraft Logbook Entry: 11/6/2023

Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 3027.75

Pilot reports rough running engine. Perfomed ground run up and found RH mag drops by 500 RPM. Removed all spark plugs and cleaned and tested, all test good. Reinstailed spark plugs and checked mag timing. Found RH mag timing has drifted by almost 30 degrees. Removed right mag vent/window plug and found indexing gear tooth no longer aligns in window when engine is at #1 cylinder firing position.

Removed magneto and opened for inspection. Found fine plastic debris throughout magneto (distributor gear teeth wearing) and engine oil coating condenser and coil.

Installed overhauled magneto P/N: 10-51360-29 S/N: H-X080458 and timed magneto to engine. Perfomed engine run up for Op's/Functional check, no defcets noted.

All work performed I/A/W Piper Service Manual and TCM X42002-3 Service Manual
Aircraft approved for return to sevice.



Scott Minor AP3353509

YI Aircraft Logbook Entry: 11/16/2023
20 Reg: N7367W Make/Model: Piper PA28-180 SN: 28-1249 Tach: 3033.1
D/

Pilot reports audible oscillating tone and vibration with engine RPM at multiple power setting. Performed engine ground run to confirm.

Used engine/propeller vibration and spectrum analyzer and was able to confirm tone and vibration are not in relation to any propeller/engine balance issue and are not related to and combustion or valve train issue. Tone and vibration are at a low frequency. Further inspection with cowling removed finds muffler support brace on pilots side of muffler cracked. Replaced support brace with new P/N: 63645-00. All work performed I/AW DynaVibe GX3 User Manual and Piper Service Manual. Aircraft is approved for return to service



Scott Minor AP3353509