S.A.G.A EURL
C/O Gaston ULRIC
15 Lotissement Les Vallons
Route de Balata
97234 FORT DE FRANCE
SIRET 482 569 613 00011

BON DE LANCEMENT ET EXÉCUTION N° 15-2018

IMMATRICULATION : **F-GATD**
DATE : 07/11/2018

ORGANISME D'ENTRETIEN

Nom : ATIS N° d'agrément : FR.145.566
Dirigeant responsable : GUINOT Françoise

SITUATION DE L'APPAREIL AU COURS DES TRAVAUX

	MARQUE	TYPE	N° DE SÉRIE	HT	H depuis Rév.	Pot. Restant
Cellule	PIPER	PA 28-181	28 78 90138			
Moteur	LYCOMING	O360 A4M	L-30677-36AC			
Hélice	SENSENICH	76EM8S5-0-62	100294K			

Heures depuis dernière visite :
Heures jusqu'à prochaine visite :

Nature des travaux	VISA	
	Lancement	Exécution
- Vérifier fonctionnement de la balise de détresse après déclanchement intempestif ce jour. - Vérifier fonctionnement commande des ailerons : point dur constaté dans la position extrême de l'aileron lors de la visite prévol. -		

TRAVAUX SUPPLÉMENTAIRES	VISA

Programme d'entretien

Les travaux doivent être réalisés en accord avec le Programme d'Entretien
S.A.G.A :
Edition n° 2, Révision : 00, Avril 2013.
Approbation : OSAC – DOOM

Demandeur : ULRIC Gaston

Ordre d'Execution n° 18-090

Date :	07/11/2018		Heures totales aéronef :	INC
Immatriculation	Désignation	P/N	S/N	
F-GATD	Piper	PA28-181	28-7890138	

Objet : BC SAGA 15-2018

Emis par : Nicolas Dadou

Item	Travaux Demandés	CRIT	Visa Exec.	Visa Cont.
1	Vérifier fonctionnement de la balise de détresse		RFC	
2	Vérifier fonctionnement commande ailerons : point dur constaté dans la position extrême		RFC	
3				
4				
5				

Observations : *(noter le numéro de l'item correspondant)*
1/Troubleshooting suivant 570-1600 revAA, remplacement remote switch
2/Pas de point dur observée au manche, pilotefait référence au vérouillage mécanique lorsque on agit sur l'aileron manuellement.

Temps estimé :	3h	Temps passé :	6h

Pièces Remplacées

PN 455-6796 kit installation FAA8130-3 N°5234328

Travaux Reportés

Nil

Visa et acceptation Client des Travaux Demandés	Visa et acceptation Client des Travaux Reportés	Visa Responsable Entretien
Date : Heure UTC :	Date : Heure UTC :	

Approbation Pour Remise en Service[1]

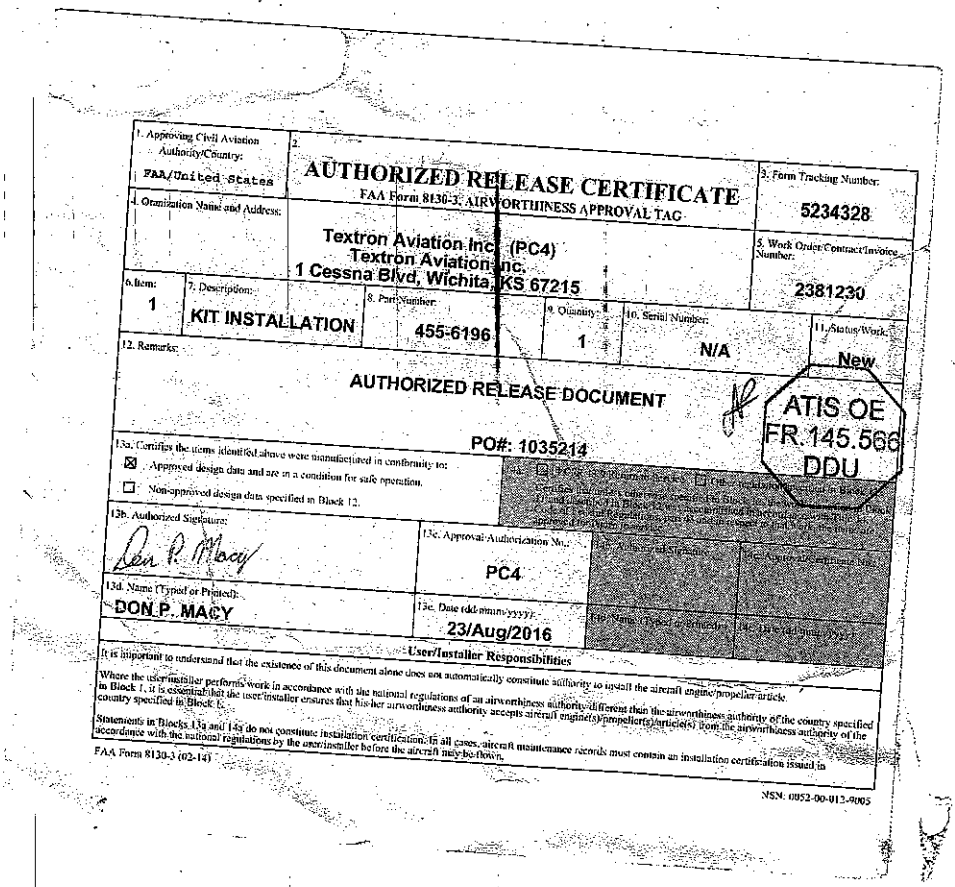
Atteste que les travaux spécifiés, sauf exception mentionnée, ont été exécutés en conformité avec le PART 145 et que dans le cadre de ces travaux, l'aéronef est considéré comma apte à être remis en service.

Date :	09/11/2018	Heure UTC :	20:00	Lieu :	
Nom :	Rouffignac B.	N° habilitation :	ATIS 09/01	Visa :	

RFC FR.145.F

= autocontrôle = contrôle croisé = Contrôle par personnel habilité

[1] Cette section doit être rayée sauf si l'OE est utilisé pour des travaux en ligne sur un aéronef non muni d'un CRM. Dans ce cas, remplir et signer la déclaration APRS et la reporter sur le carnet de route (voir PI 007).



1. Approving Civil Aviation Authority/Country: FAA/United States

2. **AUTHORIZED RELEASE CERTIFICATE**
FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number: 5234328

4. Organization Name and Address: Textron Aviation Inc. (PC4)
Textron Aviation Inc.
1 Cessna Blvd, Wichita, KS 67215

5. Work Order/Contract/Invoice Number: 2381230

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	KIT INSTALLATION	455-6196	1	N/A	New

12. Remarks:
AUTHORIZED RELEASE DOCUMENT
PO#: 1035214

ATIS OE
FR.145.566
DDU

13a. Certifies the items identified above were manufactured in conformity to:
☒ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 12.

13b. Authorized Signature: Don P. Macy

13c. Approval/Authorization No.: PC4

13d. Name (Typed or Printed): DON P. MACY

13e. Date (dd-mmm-yyyy): 23/Aug/2016

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

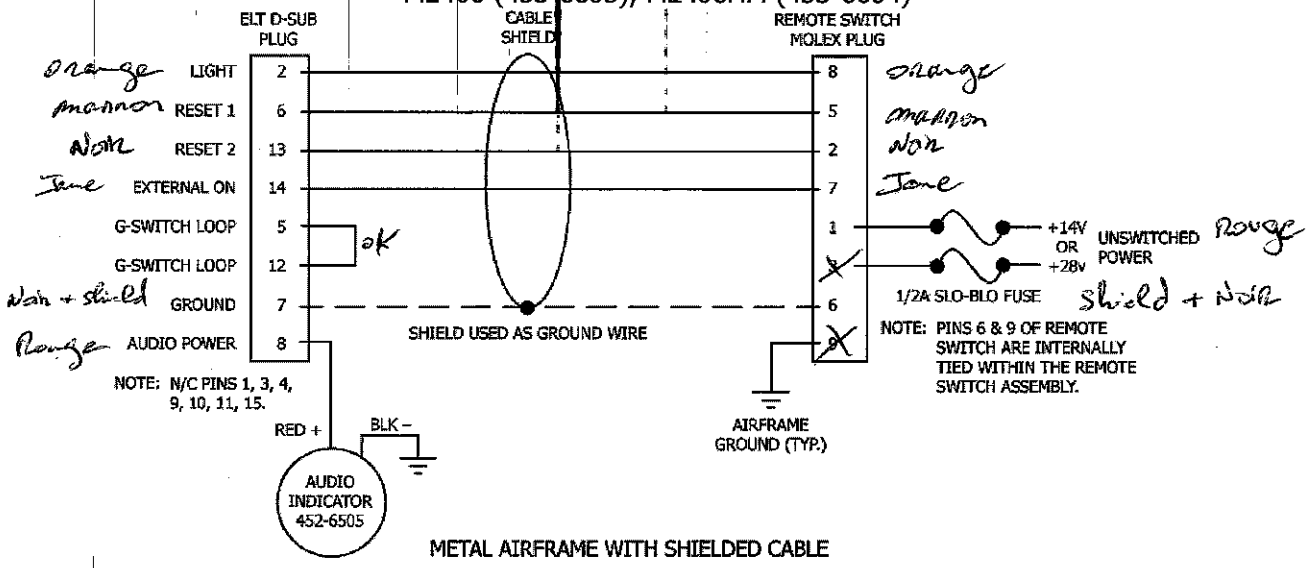
F-GATD DE-A-090

B. ELT Troubleshooting Guidelines

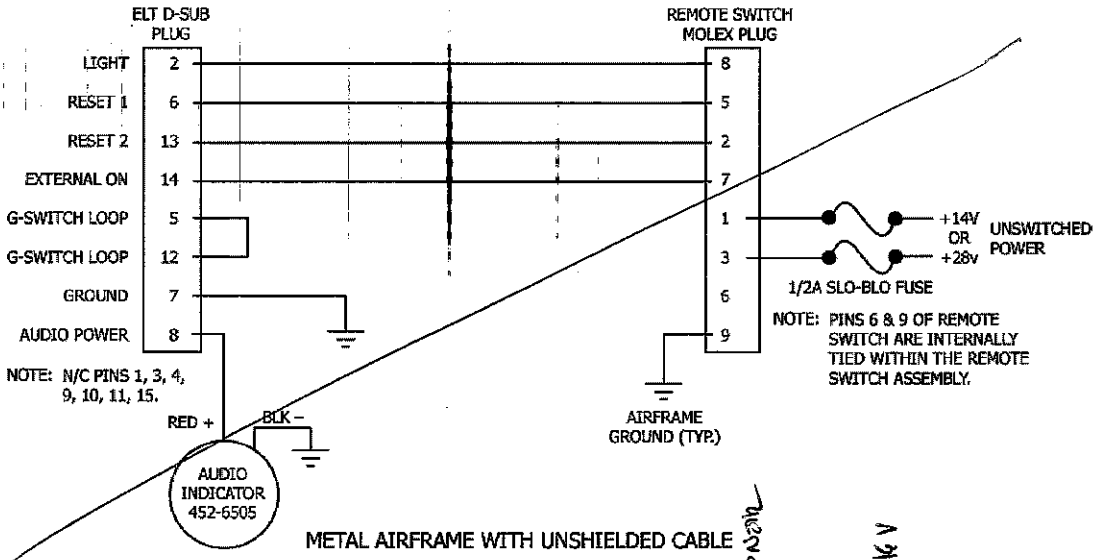
1) Table 7 provides ELT troubleshooting guidelines for installation and operational issues.

SYMPTOM	PROBABLE CAUSE	POSSIBLE SOLUTION
Remote switch LED always on (steady)	Improper wiring	Verify wiring
	Short circuit	Check for frayed insulation
		Verify LIGHT_ON wire. Check continuity between pin 2 and pin 9 on remote switch harness connector with ELT disconnected from harness. If short to ground is present, correct wiring short and reinstall remote switch.
	Remote Switch Faulty	Replace Remote Switch
	ELT Faulty	Disconnect remote switch from harness. Check continuity between pin 2 and pin 9 on remote switch harness connector with ELT connected to harness. If short to ground is present with ELT deactivated, return ELT to an Artex authorized repair facility.
ELT will not turn off	Battery too low to support 406 burst and causes circuit to reset	Remove battery pack to disable ELT and replace battery pack
	Turn off ELT using local switch - If ELT turns off:	
	Defective remote switch harness reset circuit wiring	Check wiring continuity and repair as necessary
	Defective remote switch	Replace remote switch
	If ELT does not turn off using local switch:	
	ELT defective	Remove battery pack to disable ELT and return ELT to factory for servicing

Table 7 ELT Troubleshooting Guide



METAL AIRFRAME WITH SHIELDED CABLE



METAL AIRFRAME WITH UNSHIELDED CABLE

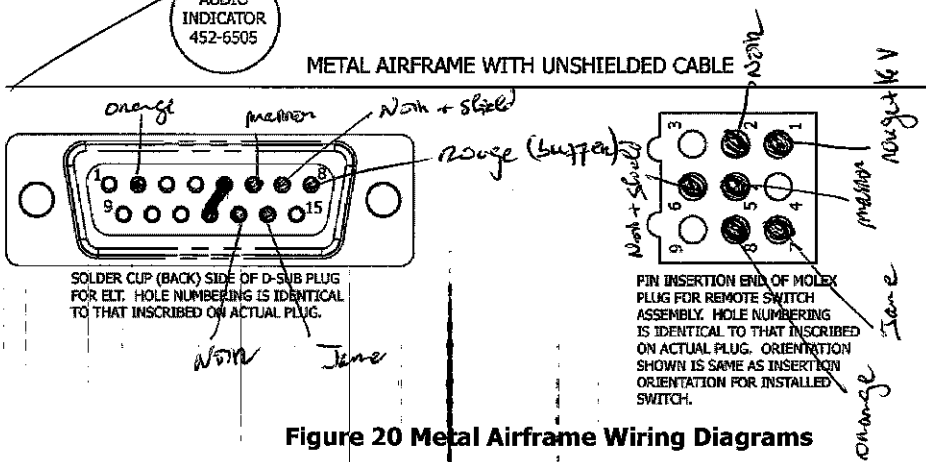


Figure 20 Metal Airframe Wiring Diagrams

F-GATD OE-18-090

SUBTASK 25-62-30-750-010

O. ELT Reset Check – Item 5h

1) Place the ELT control switch in the "ON" position.
2) Return the switch to the "ARM" position.
3) If the ELT is working properly, the LED will stay on for approximately 1 second and then turn off. If a series of flashes are displayed, refer to Table 6 on page 37.

   NOTE: A 5-flash error indication will occur if the ELT is programmed with a location protocol, since no navigation input data is present.

SUBTASK 25-62-30-750-011

P. Installed Transmitter Test – Item 6

CAUTION: DO NOT ALLOW THE DURATION OF THIS TEST TO EXCEED 5 SECONDS. THE ELT WILL TRANSMIT A 406 MHZ SIGNAL AFTER THE ELT IS ACTIVATED FOR APPROXIMATELY 47 SECONDS. THE COSPAS-SARSAT SATELLITE SYSTEM WILL CONSIDER THE 406 MHZ TRANSMISSION TO BE A VALID DISTRESS SIGNAL.

RFL 1) Reinstall the ELT in accordance with SUBTASK 25-62-30-410-001 on page 60.

RFL 2) If required by local aviation regulations, perform the following functional check within the first 5 minutes after the hour (UTC).

RFL 3) Notify any nearby control tower of your intentions. + CROS Fontvieille & Cagnes (tel 196)

RFL 4) Tune a receiver, usually the aircraft transceiver, to 121.5 MHz.

   NOTE: An AM radio may be used to receive the signal.

RFL 5) Activate the ELT by placing the cockpit remote switch in the "ON" position. The LED will begin flashing continuously.

RFL 6) Listen for 3 audible sweeps on the receiver, which takes about 1 second.

RFL 7) Verify the buzzer sounds immediately upon activation.

RFL 8) Return the cockpit remote switch to the "ARM" (off) position while paying close attention to LED activity when the ELT enters the "ARM" condition. If the ELT is working properly, the LED will stay on for approximately 1 second and then turn off.

   NOTE: This test also completes the requirement to check ELT controls by verifying operation of the remote switch.

N/A 9) Refer to Table 6 on page 37 if the LED displays a series of error code flashes.