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° 07-2018

IMMATRICULATION : **F-GATD**
DATE : 07/05/2018

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
Inspection fixation anneau d'amarrage aile droite. Inspection bord de fuite volet coté gauche		

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° 18-044

Date :	11/05/2018		Heures totales aéronef :	inconnues
Immatriculation	Désignation	P/N	S/N	
F-GATD	Piper	PA28-181	28-7890138	

Objet : BC SAGA 07-2018

Emis par : Nicolas Dadou

Item	Travaux Demandés	CRIT	Visa Exec.	Visa Cont.
1	Inspection suite casse anneau d'amarrage aile droite		JAN	
2	Inspection redressage bord de fuite extérieur volet gauche		JAN	RFC
3				
4				
5				

Observations : *(noter le numéro de l'item correspondant)*

1/ Inspection attache d'aile suivant AMM 761-679 rev CR940731 RAS

2/ Inspection, dérivetage, remise en forme, rivetage suivant AMM 761-679 rev CR940731

Temps estimé :	4h	Temps passé :	5

Pièces Remplacées

BL1124

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 la PART 145 et que dans le cadre de ces travaux, l'aéronef est considéré comma apte à être remis en service.

Date :	11/05/2018	Heure UTC :	20:00	Lieu :	TFFF
Nom :	Rouffignac B.	N° habilitation :	ATIS 05/01	Visa :	

Personnes Certification RFC ATIS 05-01 FR.145.5600

= 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).

atis
O.E. FR.145.566

Liste des pièces remplacées N° BL 1 124

du vendredi 11 mai 2018

Avion : pa28-181
Immatriculation : F-GATD
OE DT N° 19-44

P/N IPC	Désignation	Quantité
MS20470AD4-12	Rivet	15,00
	S/N ou Lot : N° Doc. Lib. : CO518828	

Original

East Coast Aviation Supplies, Inc.
CERTIFICATE OF CONFORMITY

ATIS OE FR.145.566 DDU

No: 518828

ORIGINAL

Bill To:

ATIS
ACCTS. PAYABLE
ZONE AVIATION GENERALE-AEROPORT
LE LAMENTIN, FRENCH 97232

Ship To:

ATIS
ATTN: RECEIVING
ZONE AVIATION GENERALE-AEROPORT
LE LAMENTIN, FRENCH 97232

Customer PO	Ship Date	Airway Bill Number
472	3/24/2015	6244 7804 7857

Part No.	Description	Cond	Qty	S/L	
MS20426AD5-12	SOLID RIVET	NE	1	16	
MFR: NAT'L RIVET	ECCN#: 9A991				
LOT: E-122-427	SCHB#: 7616.10.3000				
MS20470AD3-12	SOLID RIVET	NE	1	12	
MFR: NAT'L RIVET	ECCN#: 9A991				
LOT: E-118-751	SCHB#: 7616.10.3000				
MS20470AD4-12	SOLID RIVET	NE	1	13	
MFR: RISCO	ECCN#: 9A991				
LOT: 6678/A	SCHB#: 7616.10.3000				

Photocopie effectuée le 11/5/18
au titre d'un délotissement de 15 pièce(s)
sur un total de 100 pièces
par DDU de la société ATIS

ATIS OE FR.145.566 DDU

CONDITIONS: NE - New NS - New Surplus OH-Overhauled RP-Repaired SV-Serviceable

We hereby certify that the items that are a part of this Purchase Order have been visually & dimensionally found to conform to all applicable standards, drawings & specifications. The liability of ECAS is limited to replacement of any item which is rejected because of a defect in material or workmanship if notified within 30 days & liability shall not exceed the invoice value. Such replacement shall constitute satisfaction of all liability.

Signed: _____

For and on behalf of EAST COAST AVIATION SUPPLIES, INC.

Inspectors Stamp

Insp. #2

RISCO, Incorporated
390 RISCO CIRCLE
BEAUMONT, CA 92223
(951) 769-2899

Certificate of Compliance

Customer: **ECAS** Date: 11/9/11

Your Purchase Order: ***57938***

Quantity	Part Name	Part Number	DWG	Revision	RISCO Lot #
192#	RIVET	MS20470AD4-12	NASM20470	1	6678/A

Test Description	Specification	Samples	Results	REQUIRED
DOUBLE SHEAR	NASM5674	3	34,500 – 34,700 PSI	26,000 PSI MIN.
DRIVEABILITY	NASM5674	3	ACCEPTABLE	
HEAT TREAT: PER AMS2770 REV. H CONDITION: T4 2117				
GRAIN SIZE: FIVE OR FINER				
FINISH: MIL-DTL-5541 CLASS 1A GOLD				

Raw Material Source	Heat Lot Number	RISCO Wire ALN
KAISER	K847088	AK325

It is hereby certified that the aforementioned materials, or services were produced in accordance with the applicable drawings, specifications, and standards listed in the applicable purchase order or referenced therein through applicable drawings, specifications, and standards.

Please retain this certification for use when referencing these materials in the future: the "***RISCO*** Lot Number" will facilitate rapid access to important information such as raw material and special processing.

Detailed inspection and test reports are on file and available for review. Please feel free to call if additional information becomes necessary.

Signed,

Hugo Gomez / Quality Control
RISCO, Inc.

Remember to retain Lot Numbers for Traceability

GENERAL

This chapter contains general information pertaining to standard aircraft hardware installation and removal practices.

For standard repair practices of a minor nature, refer to AC 43.13.

If non-destructive testing is necessary after a repair such as welding, magniflux must be used on materials made from 4130 steel (such as engine mounts and seat frames).

Use the dye penetrant method for testing and inspecting aluminum castings and machined aluminum parts.

Usually, a thorough visual inspection with 10X magnifying glass will show any damage or defect that is of a significant nature.

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FLAP CONTROLS

A. TROUBLESHOOTING

Charts 2707 lists troubles peculiar to flap control system along with their probable causes and suggested remedies. When troubleshooting the flap control system, additional reference may be obtained from Chapter 57 on control surface balancing, if required. After the trouble has been corrected, check the entire rudder control system for security and operation.

CHART 2707. TROUBLESHOOTING FLAP CONTROL SYSTEM

Trouble	Cause	Remedy
Flaps fail to extend or retract.	Control cable broken or disconnected.	Replace or reconnect control cable.
Flaps not synchronized or fail to move evenly when retracted.	Incorrect rigging of system.	Adjust flaps.

B. WING FLAPS CONTROLS

1. Removal Of Wing Flap Controls (Refer to Figure 27-27.)

a. Remove flap torque tube assembly as follows:

(1) Remove access plate between the underside of aft section of each wing and fuselage by removing attaching screws.

(2) Remove two front seats, rear seat, and floor panel.

(3) Disconnect left and right flap control tubes (rods) at the flaps by removing nuts, washers, and bolts, or at the torque tube cranks (arms) by removing the bolts and washers from inner side of each crank. Remove bolt through a hole in fuselage side skin located over the torque tube with flap handle moved to 40 degree position.

— CAUTION —

Forward pressure will be on the handle with the tension spring disconnected.

(4) With the flap handle, fully extend flaps and disconnect flap tension spring at the spar or aft end of control cable.

(5) Grasp flap handle, release plunger, and allow flap return to retracted position.

(6) Disconnect flap return spring at spar or return chain.

(7) Remove cotter pin, nut, and clevis bolt and disconnect control cable from chain.

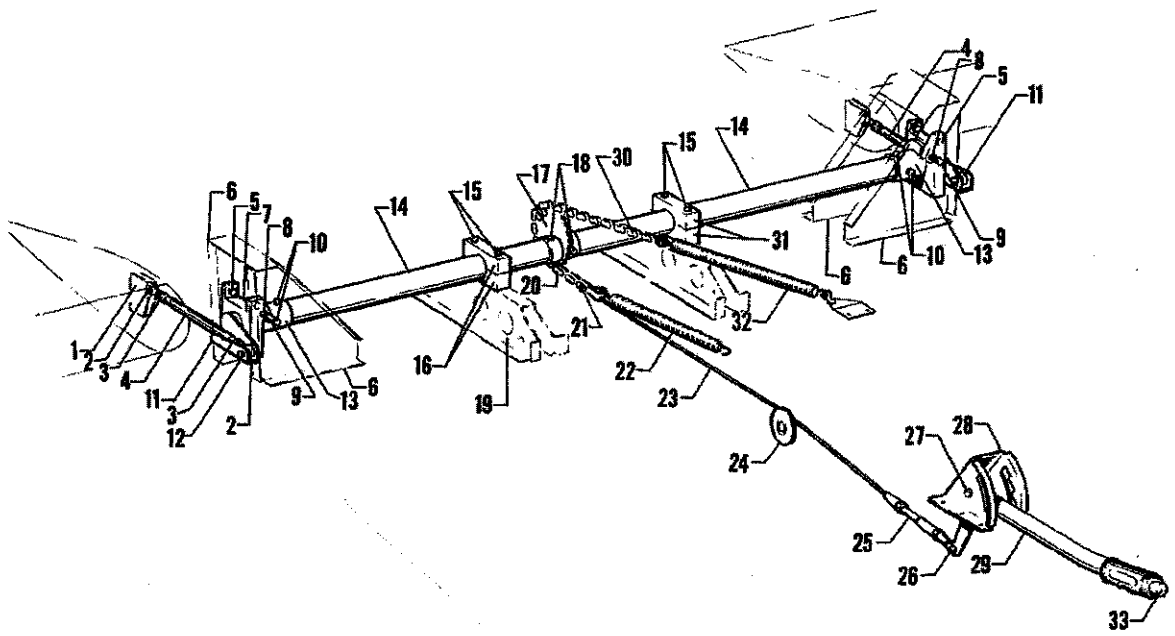
(8) Remove block attaching bolts and remove tube support blocks.

(9) Remove nuts, washers, and bolts holding right and left cranks and stop fittings on torque tube.

(10) From between each wing and fuselage, remove cranks from torque tube.

(11) Remove nuts, washers, and bolts and disconnect one bearing block from its mounting brackets.

(12) Slide tube from bearing block still attached to its brackets, raise the end, and lift it from floor opening.



1. BRACKET, ROD ATTACHMENT
2. BOLT, WASHER & NUT
3. JAM NUT
4. ROD, FLAP CONTROL
5. BOLT, BEARING BLOCK ATTACHMENT
6. BRACKET, BEARING BLOCK
7. BLOCK, BEARING
8. NUT, LOCK
9. SCREW, FLAP ADJUSTMENT
10. BOLT, WASHER & NUT
11. CRANK (ARM), TORQUE TUBE
12. BOLT, WASHER & BUSHING
13. FITTING, TORQUE TUBE STOP
14. TUBE, TORQUE
15. BOLT, WASHER & NUT
16. BLOCK, BEARING
17. SPROCKET, TENSION SPRING
18. BOLT, WASHER & NUT
19. BRACKET, BEARING BLOCK
20. CHAIN, TENSION SPRING
21. CLEVIS BOLT, BUSHING NUT & COTTER PIN
22. SPRING, TENSION
23. CABLE, FLAP CONTROL
24. PULLEY
25. TURNBUCKLE
26. CLEVIS BOLT, NUT & COTTER PIN
27. BOLT, BUSHING, WASHER & NUT
28. BRACKET, FLAP HANDLE
29. HANDLE, FLAP
30. CHAIN, RETURN SPRING
31. BLOCK, BEARING
32. SPRING, RETURN
33. BUTTON, FLAP RELEASE

Figure 27-27. Flap Controls

b. Remove flap control cable as follows:
   (1) Remove the seats floor panel. Remove the front and rear seats.

— CAUTION —

Forward pressure will be on the handle with the tension spring disconnected.

   (2) Extend flaps to relieve spring tension and disconnect flap tension spring from cable.
   (3) Retract flap. Use care as forward pressure will be on the handle.
   (4) Remove cotter pin, nut, clevis pin, and bushing to disconnect cable from chain.
   (5) Remove flap handle bracket and cover.
   (6) Lift aft section of tunnel carpet enough to remove screws holding tunnel cover between flap handle and spar cover. Remove cover.
   (7) Remove cotter pin cable guard from flap cable pulley inside floor tunnel just ahead of spar housing.
   (8) Remove the attaching screws and remove cable rub blocks located in floor opening on aft side of spar housing.
   (9) Remove cotter pin, nut, and bolt and disconnect cable turnbuckle at flap handle. Check clevis bolt for wear. Replace bolt if worn.

c. Disconnect cable turnbuckle from handle and remove bolts holding bracket to floor tunnel. Remove flap handle and bracket.

2. Installation Of Wing Flap Controls (Refer to Figure 27-27.)

a. Install flap torque tube assembly as follows:
   (1) Install chain sprocket with chain on torque tube and secure with bolts, washers, and nuts.
   (2) Slide tube stop fittings on respective ends of torque tube.
   (3) Check one bearing block fitting is installed between its attachment brackets.
   (4) Slide the other bearing block over its respective torque tube end.
   (5) Position torque tube end with the bearing block on it between mounting bracket and slide the other end into previously attached bearing block.
   (6) Position remaining bearing block and secure with bolts, washers, and nuts.
   (7) Push torque tube cranks (arms) on each end of torque tube and slide stop fitting in place. Align crank bolt hole and stop fitting with torque tube holes and install bolts. Holes in stop fitting are elongated to allow stop fitting to be pushed against bearing blocks for no side play of assembly. Tighten bolt assemblies on stop fittings.
   (8) Install tube support blocks on support brackets and secure with bolts.
   (9) Connect flap return spring to return chain and/or at spar housing.
   (10) Connect control cable end to tension chain and secure with bushing, clevis bolt, nut, and cotter pin.
   (11) Pull flap handle full back and connect tension spring. Release flap handle to forward position.
   (12) Connect flap control tube to flap and/or torque tube crank, and secure. Install bolt and bushing (connecting control tube to crank) through a hole in fuselage side over torque tube.

b. To install flap handle with bracket, place the assembly on floor tunnel and secure with bolts.

c. Install flap control cable as follows:
   (1) Attach cable and turnbuckle to flap handle arm, secure with clevis bolt, nut, and cotter pin. Check turnbuckle end is free to rotate on arm.
   (2) Route cable through tunnel and spar housing.

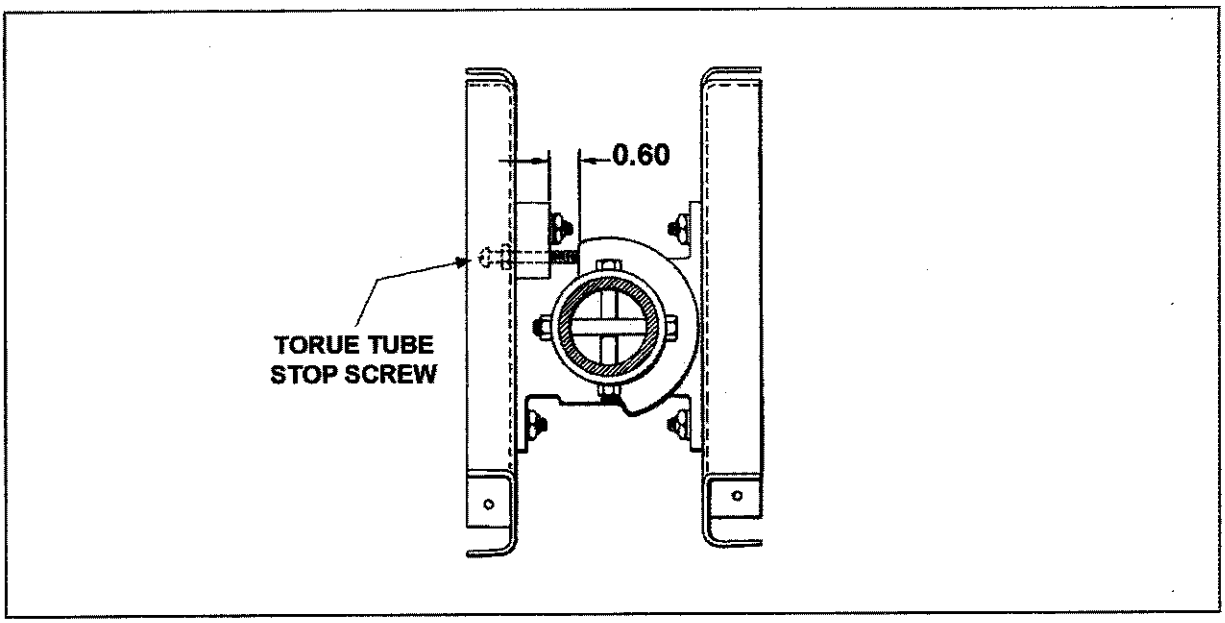


Figure 27-28 Flap Stop Adjustment

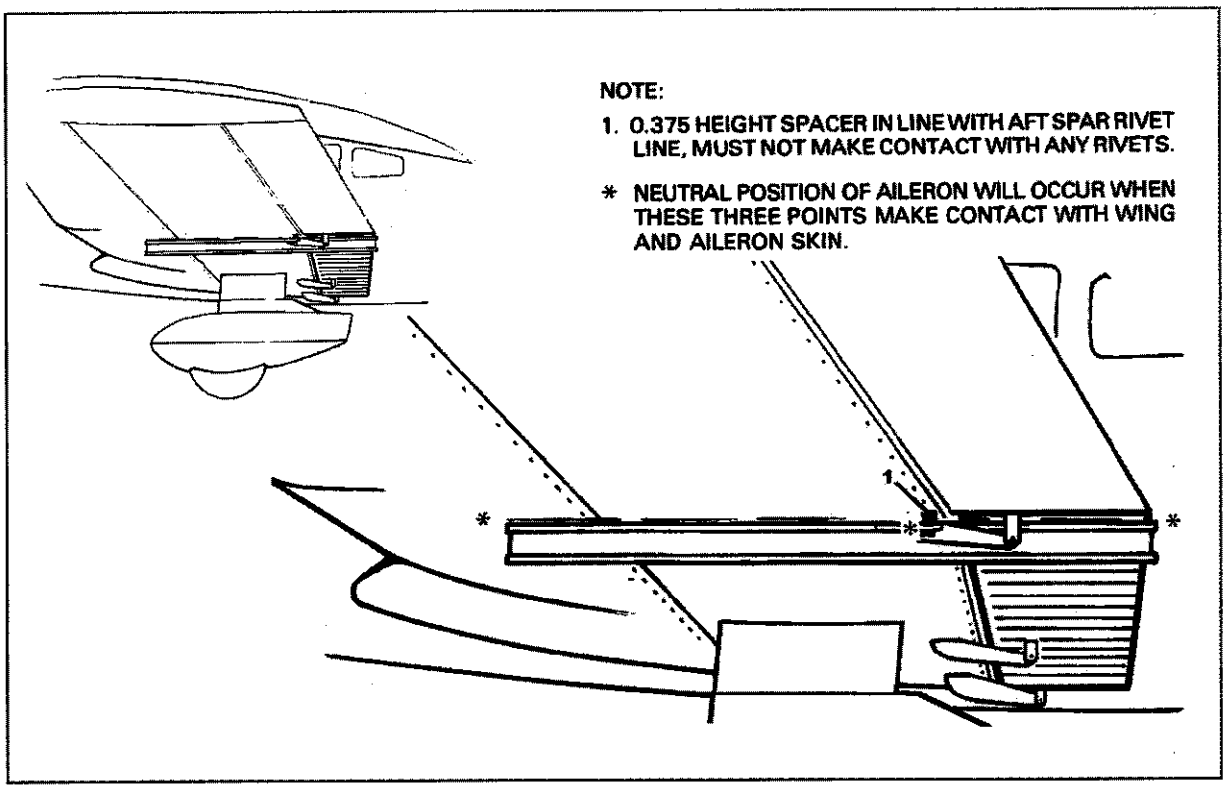


Figure 27-29. Flap Rigging Tool

(3) Install cable rub blocks on aft side of spar housing and secure with screws.
(4) Attach cable end to tension chain and secure with bushings, clevis bolt, nut, and cotter pin. (If the chain is not installed due to torque tube assembly being removed, install the assembly per step a.
(5) Pull flap handle full back and connect tension spring to cable end.
(6) Install cotter pin cable guard over pulley ahead of spar housing in floor tunnel.

d. Install tunnel cover and secure with screws. Install tunnel carpet and bracket cover.
e. Install and secure seats.

3. Rigging And Adjustment of Wing Flaps

— CAUTION —

Do not rotate torque tube while retensioning cable, or tighten enough to allow tube to be pulled away from stops.

a. Place flap handle in full forward position.
b. Remove rear seat and floor panel.
c. Adjust flap up stop and step lock as follows:
(1) Loosen jam nut of right torque tube stop screw located in floor opening along outer end of flap torque tube.
(2) Turn stop screw to approximately 0.60 inch between stop fitting and bearing block, as measured along top side of screw. (Refer to Figure 27-28) (It may be necessary to loosen left stop adjustment screw.
(3) Place a 0.125 inch spacer between stop fitting and end of screw.

— NOTE —

Check that, when down pressure is applied on flap, it stays in uplock position. If it extends, turn adjustment screw out (a few threads at a time) until flap remains in uplock position with spacer inserted.

(4) Tighten jam nut.
(5) Rotate left stop adjustment screw until it contacts stop fitting.
(6) Tighten jam nut.
(7) Set flap control cable tension (handle next to floor, 0 degrees) per Figure 27-30 at turnbuckle attached to low end of flap handle in floor tunnel. (Remove flap handle cover and enough tunnel carpet to remove tunnel cover aft of handle.)
(8) Adjust and safety turnbuckle.

d. Verify up-neutral position of flaps as follows:
(1) Place flap rigging tool per Figure 27-29 against underside of wing and flap, close as possible to outboard end of flap (Do not contact any rivets.)

— NOTE —

Position tool parallel to wing ribs, aft end of tool even with trailing edge of flap. (Make tool from dimensions given in Figure 27-10.)

(2) With flap control rod connected between torque tube crank arm and flap, check wing surface contacts tool at its forward surface and at spacer. Aft end of flap must contact aft end of tool. (The flap is neutral at this position.)
(3) If the three points do not contact, loosen jam nuts on each end of control rod and rotate until the three points contact. (Apply slight up pressure against trailing edge of flap while making this adjustment.
(4) Tighten jam nuts.
(5) Check and adjust the other flap in a like manner.

— NOTE —

To remedy a wing heavy condition during flight, adjust flap down from neutral on heavy wing, by lengthening control rod. Check each rod inspection hole to make sure there are sufficient threads remaining and that a wire cannot be inserted through these holes. Maintain a minimum of 0.375 inch thread engagement on rod ends without check holes. Do not raise the flap of the other wing above neutral.

e. Check flap for full down travel to the degrees required in Figure 27-30. Adjust torque tube stop screw in or out as necessary. After adjusting screw, review steps c (3) through d (5).
f. Check operation of the flap and flap handle ratchet mechanism.
g. Install access plates and panels.

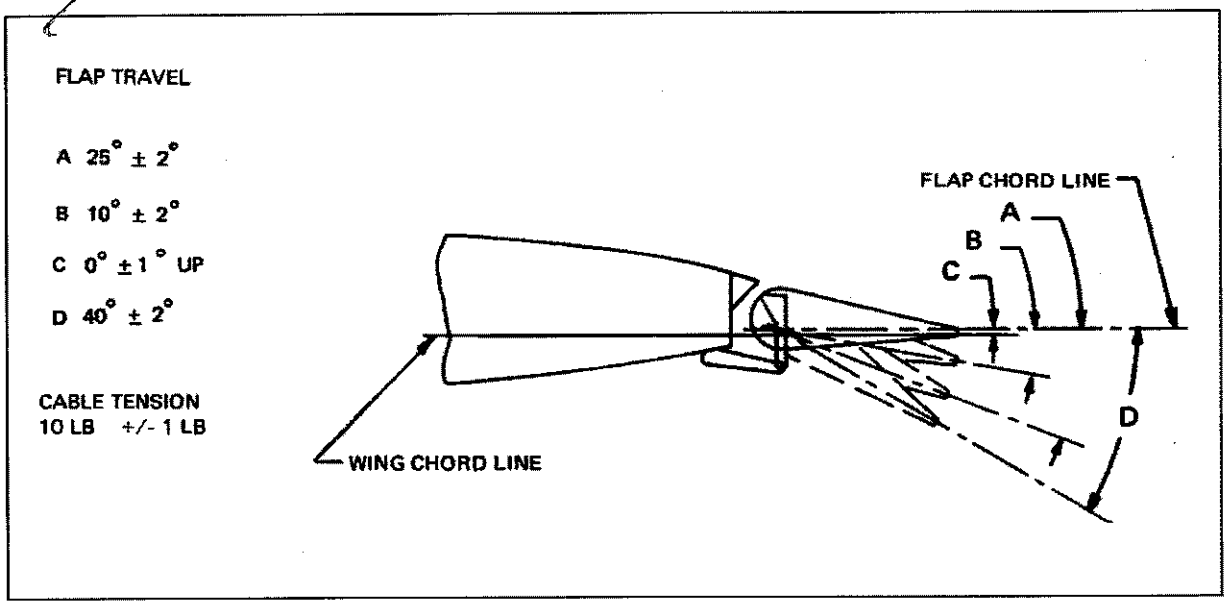


Figure 27-30. Flap Rigging

ATTACH FITTINGS

A. REMOVAL OF WING (Refer to Figure 57-1.)

1. Close fuel valve and drain fuel from wing to be removed. (Refer to Draining Fuel System, Chapter 12.)
2. Drain brake lines and reservoir. (Refer to Draining Brake System, Chapter 12.)
3. Remove access plate at wing butt rib and wing inspection panels. (Refer to Access Plates and Panels, Chapter 6.)
4. Remove front and back seats from airplane.
5. Expose spar box and remove cockpit side trim panel assembly of wing being removed.
6. Place airplane on jacks. (Refer to Jacking, Chapter 7.)

—NOTE —

Mark cable and line ends to aid installation of control cables, and fuel and hydraulic lines. Attach a line where applicable to cables before drawing them through fuselage or wing.

7. Disconnect aileron balance and control cables at the turnbuckles within fuselage aft of spar.
8. If left wing is being removed, remove cotter pin from pulley bracket assembly to allow left aileron balance cable end to pass between pulley and bracket.
9. Disconnect flap from torque tube by extending flap to its fullest degree. Remove bolt and bushing from bearing at aft end of control rod.

—CAUTION—

To prevent damage or contamination of fuel, hydraulic, and miscellaneous lines, place a protective cover over line fittings and ends.

10. Disconnect fuel line at fitting located aft of spar at wing butt line.
11. Remove clamps necessary to release electrical harness assembly. Disconnect leads from terminal strip assembly by removing cover, appropriate nuts, and washers.
12. With trim panel removed, disconnect hydraulic brake line at fitting located within cockpit at leading edge of wing.
13. If left wing is being removed, disconnect pitot tube at the elbows located within cockpit at wing butt line.
14. Arrange suitable fuselage cradle and supports for both wings.
15. Remove wing jacks. Remove front and rear spar nuts, washers and bolts.
16. Remove eighteen main spar bolts.
17. Verify that all electrical leads, cables, and lines are disconnected.
18. Slowly remove wing.

B. INSTALLATION OF WING. (Refer to Figure 57-1.)

—NOTE—

New Service wings are not drilled for the aft attachment point. This will necessitate drilling a 0.375/0.376 hole for new hardware installation. Refer to figure 57-1, Sketch B for new hardware, notes, and torque for this fitting.

BOLT LEGEND			WASHER	
POSITION	BOLT*	NUT*	UNDER HEAD	UNDER NUT
A-1	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) AN960-616	(1) AN960-616 & (1) 9
A-2	AN176-12A OR NAS464-P6-LA11	MS21042-6	(1) AN960-616	(1) AN960-616 & (1) 9
A-3	AN176-12A OR NAS464-P6-LA11	MS21042-6	(1) AN960-616	(1) AN960-616 & (1) 9
A-4	AN176-12A OR NAS464-P6-LA11	MS21042-6	(1) AN960-616	(1) AN960-616 & (1) 9
B-1	AN176-14A OR NAS464-P6-LA15	MS21042-6	(1) AN960-616	(2) AN960-616
B-2	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) AN960-616	(2) AN960-616
B-3	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) AN960-616	(2) AN960-616
B-4	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) AN960-616	(2) AN960-616
C-1	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(1) AN960-616
C-2	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
C-3	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
C-4	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
C-5	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(1) 96352-3
D-1	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(1) AN960-616
D-2	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
D-3	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
D-4	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(2) AN960-616
D-5	AN176-13A OR NAS464-P6-LA13	MS21042-6	(1) 96352-3	(1) 96352-2

*Torque Boltheads on Upper Spar Cap and Nuts on Lower Spar Cap 360-390 in -lb

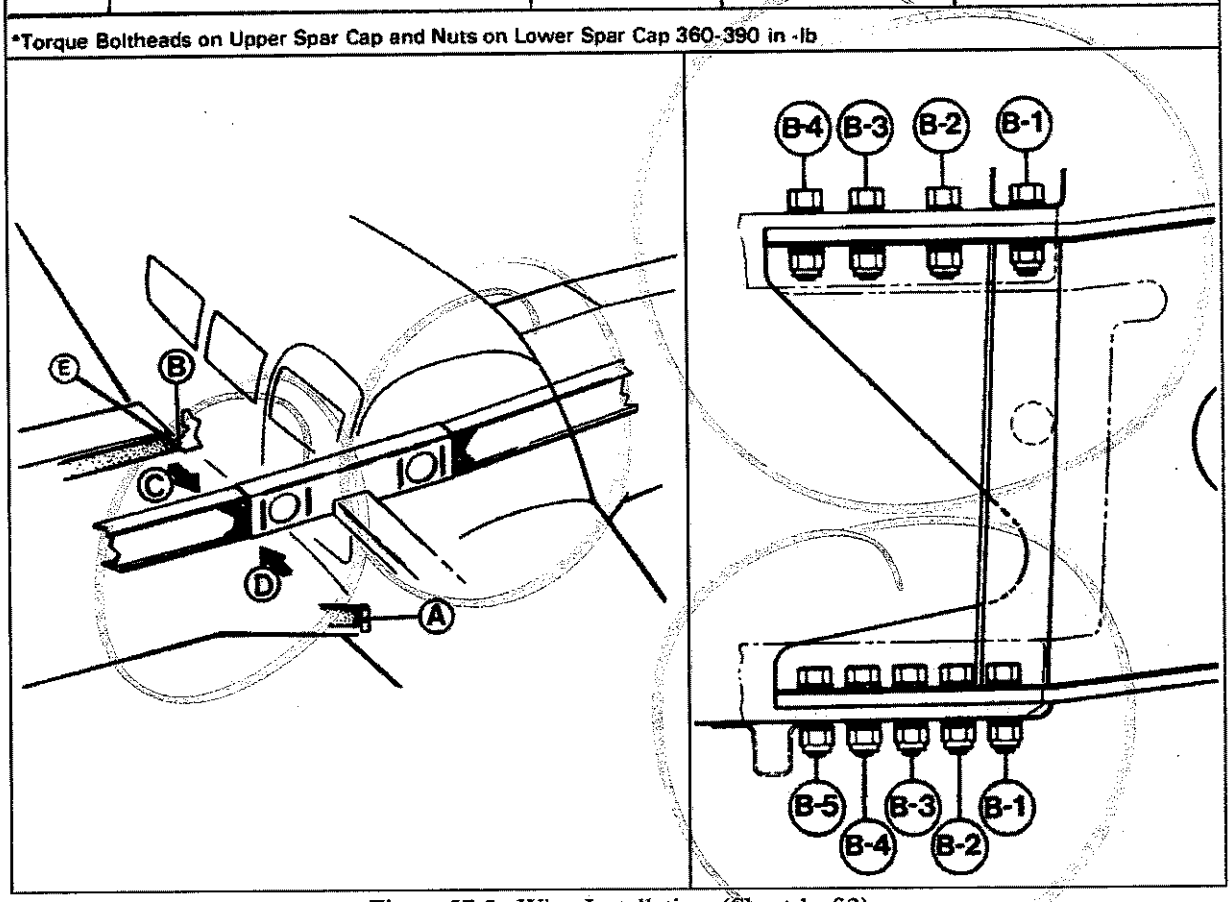


Figure 57-2. Wing Installation (Sheet 1 of 3)

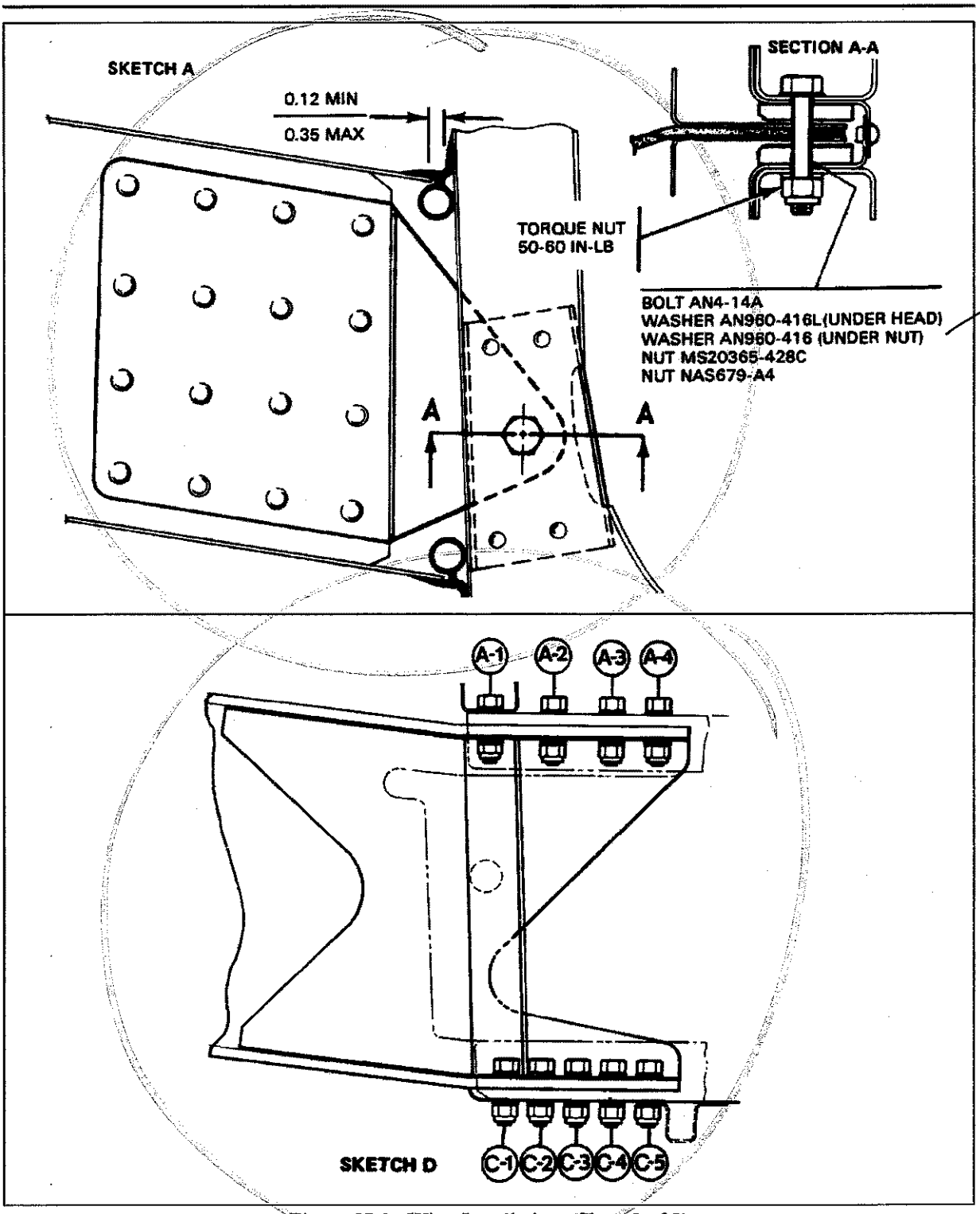
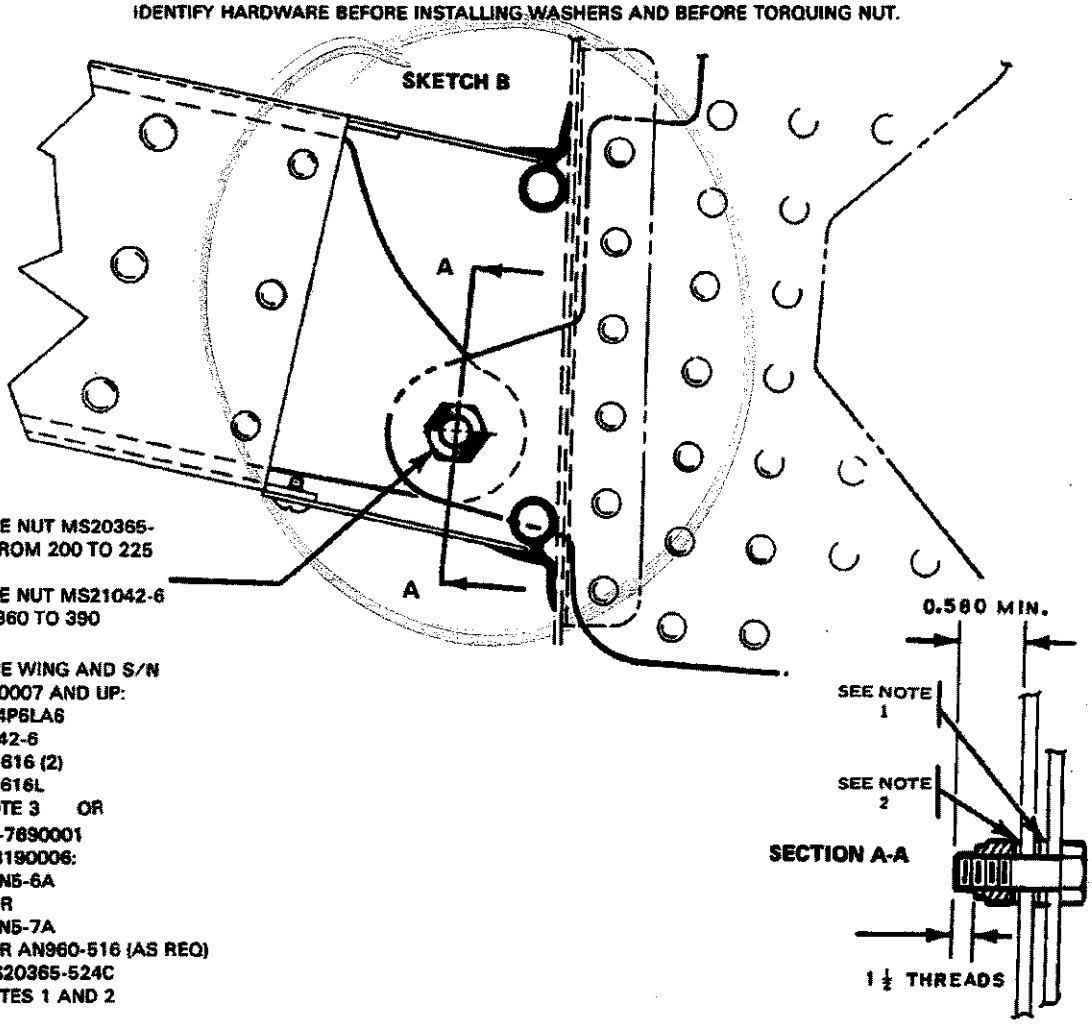


Figure 57-2. Wing Installation (Sheet 2 of 3)

CAUTION

IDENTIFY HARDWARE BEFORE INSTALLING WASHERS AND BEFORE TORQUING NUT.



NOTES

1. MAXIMUM OF (2) AN960-516 WASHERS BETWEEN FORWARD FACE OF WING FITTING AND AFT FACE OF FUSELAGE FITTING. FACES OF FITTING MAY BE AGAINST EACH OTHER.
2. AFTER REQUIRED WASHERS ARE INSERTED BETWEEN FITTINGS, INSTALL BOLT AND CHECK NO THREADS ARE BEARING ON THE FORWARD FITTING PRIOR TO INSTALLING NUT. USE SHORTEST BOLT WHICH WILL LEAVE 0.580 MINIMUM FROM FITTING TO END OF BOLT. ADD AN960-516 WASHERS AS REQUIRED (MINIMUM OF 1), TO LEAVE A MAXIMUM OF 1-1/2 VISIBLE THREADS OR A MINIMUM OF BOLT CHAMFER EXPOSED AFTER NUT IS TORQUED TO SPECIFICATIONS.
3. MAXIMUM NUMBER OF WASHERS ALLOWED BETWEEN FWD FACE OF WING FITTING AND AFT FACE OF FUSELAGE FITTING IS ONE AN960-616L AND ONE AN960-616. (ALL THREE WASHERS ARE ALWAYS REQUIRED WITH ONLY THE AN960-616L ALLOWED UNDER BOLT HEAD).

Figure 57-2. Wing Installation (Sheet 3 of 3)

— NOTE —

When replacing a wing assembly, verify wing butt clearance is maintained. (Refer to Sketch A, Figure 57-1.)

1. Check fuselage is positioned solidly on support cradle.
2. Place wing in position for installation, spar end a few inches from side of fuselage and set on trestles.
3. Prepare the various lines, control cables, etc, for inserting into the wing or fuselage when wing is slid into place. Verify front wing bushing is installed.
4. Slide wing into position on fuselage.
5. Install eighteen main spar bolts as listed in bolt legend.

— CAUTION —

Identify hardware before installing washers and before torquing nut.

6. Install bolt, washers, and nut attaching front spar with fuselage fitting. A minimum of one washer is required under the nut, add AN960-416 or AN960-916L washers as needed to leave a maximum one and one-half threads visible or a minimum of the bolt chamfer exposed.
7. Insert correct number of washers between the forward face of wing fitting and aft face of fuselage fitting. (Refer to Figure 57-1, Sketch B, Notes 1, 2 and 3.)
8. Install correct bolt, washers, and nut which attach rear spar to fuselage fitting. (Refer to Figure 57-1, Sketch B.)
9. Tighten the eighteen main spar bolt nuts or boltheads (refer to Figure 57-1, Sketch C) to torque of 360 to 390 inch-pounds. Check bolts are installed as per bolt legend. Tighten forward spar attachment bolt to a torque of 50 to 60 inch-pounds. Identify hardware, and tighten rear spar attachment bolt as per Figure 57-1, Sketch B.
10. Install wing jacks and tail support to tail skid with approximately 250 pounds ballast on base of tail support. Remove fuselage cradle and wing supports.
11. If left wing was removed, connect pitot tube at elbows within cockpit at wing butt line. Replace or install clamps as needed. If a heated pitot is installed, plus lead must be connected at fuselage.
12. Connect hydraulic brake line onto fitting in cockpit at wing leading edge.
13. Connect leads to appropriate posts on terminal strip and install washers and nuts. For assistance in connecting the electrical lead, refer to Electrical Schematics in Chapter 91.) Place clamps along electrical harness to secure it in position. Install terminal strip dust cover.
14. Remove cap from fuel line and connect at fitting located aft of spar at wing butt line.
15. Connect aileron balance and control cables at turnbuckles in fuselage aft of spar. After left balance cable is inserted through bracket assembly and connected, install a cotter pin cable guard in hole provided in bracket assembly.
16. Connect flap by placing flap handle in full flap position, place bushing on outside of rod end bearing and insert and tighten bolt.
17. Check rigging and control cable tension of ailerons and flaps. (Refer to Rigging and Adjustment of Ailerons, and Rigging and Adjustment of Flaps, Chapter 27.)
18. Service and refill brake system with hydraulic fluid per Servicing Brake System, Chapter 12. Bleed system per chapter 32 and check for fluid leaks.
19. Service and fill fuel system per Servicing Fuel System, Chapter 12. Open fuel valve and check for leaks and flow.

20. Check operation of all electrical equipment, and pitot system.
21. Remove airplane from jacks.
22. Install cockpit trim panel assembly, spar box carpet, front and back seats, and wing butt rubber molding.
23. Replace all access plates and panels on the wing involved.

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Avion : PA28-181 Immat. :F-GATD DT n° 18-044

Outillages / Instruments

Désignation	Marque	P/N	S/N	Date de fin de validité
chaudronerie	N/A	Divers	N/A	N/A

Matériels

P/N	Description	Qté

Données d'Entretien

Réf.	Description	Révision	Date	Conformité
761-679	Maintenance Manual PA28-181	CR940731	juil-94	
Divers	collection SB,SI,SL cellule/moteur/hélice			

Disponibilité installations et personnel

Disponibilité hangar	N° Emplacement / Ligne	Dispo hangar	Durée prévue
OUI	1	1j	1j
Disponibilité technicien	Nombre	Dispo personnel	Durée prévue
OUI	2	16 HH	10 HH
Disponibilité équipements (1 compresseur; 4 escabots; 1 plateforme (profondeur); 2 visseuses; 3 caisses mécanicien; 1 cylinder wrench set; 4 établis; 3 étagères roulantes)			OUI

Rappel: les techniciens sont responsable d'éxecuter les tâches critiques durant les périodes où ils sont les plus alertes !!

ATIS PLA Ed3 Amdt0