

Airframe Maintenance Log

Tail Number: N3216Q

Aircraft: Piper PA28R-201-T (Turbo Arrow III)

Serial #: 28R-7703097

(There is a scanned image for this entry. See Airframe-1)	
Date: 3/14/1977	Aircraft Time: 3.06
The ATC Transponder Tests and Inspections required by FAR 91.177 were performed this date and found to comply with FAR 43 Appendix F. ATC Transponder King KT-78 with serial number 36824. Details of the inspection are on file at this facility under serial number 7703097. Piper Aircraft Corp. Vero Beach, Florida	
Mechanic: Jimmie A. Lanfain	Certificate ID: Piper Insp
(There is a scanned image for this entry. See Airframe-2)	
Date: 3/18/1977	Aircraft Time: 3.06
The Altimeter and Static system tests required by FAR 91.170 have been performed. The Altimeter has been tested to 50,000 Feet	
Mechanic: Jimmie A. Lanfain	Certificate ID: Piper Insp
(There is a scanned image for this entry. See Airframe-3)	
Date: 4/7/1977	Aircraft Time: 3.06
I have inspected this aircraft and issued a standard airworthiness certificate per FAR 21.183 and FAR 21.273.	
Mechanic: Jimmie A. Lanfain	Certificate ID: Piper Insp
(There is a scanned image for this entry. See Airframe-4)	
Date: 7/26/1977	Aircraft Time: 84.03
50 Hour Inspection. Serviced brakes, battery and tires.	
Mechanic: Lon Henley	Certificate ID: 1360805
(There is a scanned image for this entry. See Airframe-5)	
Date: 8/5/1977	Aircraft Time: 118.02
Overhauled left main actuator.	
Mechanic: C.H. Jackson	Certificate ID: 1954608
(There is a scanned image for this entry. See Airframe-6)	
Date: 8/29/1977	Aircraft Time: 158
Installed new directional gyro and turn coordinator.	
Mechanic: C.W. Cox	Certificate ID: 314749
(There is a scanned image for this entry. See Airframe-7)	
Date: 12/5/1977	Aircraft Time: 272.84
Installed new tires. Replaced nose tire heat shield.	
Mechanic: Lon Henley	Certificate ID: 1360805
(There is a scanned image for this entry. See Airframe-8)	
Date: 4/29/1978	Aircraft Time: 442.32
I certify that this aircraft has been inspected in accordance with a annual inspection and was determined to be in airworthy condition.	
Mechanic: Danny Ray Felps	Certificate ID: 1860386
(There is a scanned image for this entry. See Airframe-9)	
Date: 8/15/1978	Aircraft Time: 590
Blew nose tire on landing at Ft Smith, Ark. Tire was worn to the cord at one spot between the tread and sidewall. New tire and tube installed.	
Mechanic:	Certificate ID:
(There is a scanned image for this entry. See Airframe-10)	
Date: 8/24/1978	Aircraft Time: 610

Part number 16262-003-14 Model 4000C Serial Number 62999F was overhauled. The Edo-Air Directional Gyro was overhauled and inspected in accordance with current FAA regulations and is approved for return to service. Details filed under work order number 1233E. Air Dallas Instruments. Repair station 202-84. Part number 23-501-04-2 Model 5000G-8 Serial Number X60604F was overhauled. The Edo-Air Horizon Gyro was overhauled and inspected in accordance with current FAA regulations and is approved for return to service. Details filed under work order number 1233D. Air Dallas Instruments. Repair station 202-84.

Mechanic: Jay N. Horton

Certificate ID: 202-84

(There is a scanned image for this entry. See **Airframe-11**)

Date: 9/15/1978

Aircraft Time: 661

Remove and replace nose wheel assembly, tire, and tube.

Mechanic: Raleigh H Steed

Certificate ID: 454803609

(There is a scanned image for this entry. See **Airframe-12**)

Date: 9/18/1978

Aircraft Time: 664

Replace landing light.

Mechanic: Raleigh H Steed

Certificate ID: 454803609

(There is a scanned image for this entry. See **Airframe-13**)

Date: 10/12/1978

Aircraft Time: 737

Replace both main tires, change brake linings both wheels, pack wheel bearings. Replace retract link center bushing and bolts. Install Piper service kit 763-843V per service letter 848. Performed retraction check. Lube landing gear, controls and rod ends. Repair stabilator and tail cone cover cracks by fiberglassing. Service Battery. Repair leaking fuel transmitter left wing. Reseal right main hydraulic cylinder. Service hydraulic reservoir. Service brake reservoir. Repair reservoir vent. Replace vacuum regulator filter. Adjust landing gear limit switches. Lube mixture safety. I certify this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in airworthy condition.

Mechanic: Raleigh H Steed

Certificate ID: 454803609

(There is a scanned image for this entry. See **Airframe-14**)

Date: 10/24/1978

Aircraft Time: 739

Replace left outboard sending unit. Overhaul artificial horizon.

Mechanic: Raleigh H Steed

Certificate ID: 454803609

(There is a scanned image for this entry. See **Airframe-15**)

Date: 11/11/1978

Aircraft Time: 753

Replace Alternator with factory new part. Test fly aircraft. Checks out OK.

Mechanic: Raleigh H Steed

Certificate ID: 454803609

(There is a scanned image for this entry. See **Airframe-16**)

Date: 12/19/1978

Aircraft Time: 800

Check engine prop problem. Appears to have loss of oil pressure to governor when oil warms up. I certify this aircraft to be airworthy for one time ferry flight to Dallas from Hobbs.

Mechanic: Vincent L Hinds

Certificate ID: 1009749

(There is a scanned image for this entry. See **Airframe-17**)

Date: 3/30/1979

Aircraft Time: 824.42

Replaced right wing tie down ring. Complied with AD 79-02-05 by inspection of gascolator. OK for service. Removed Lithium battery from ELT per AD 79-05-02. Complied with Piper service bulletin 623 by removing washers from diode assembly. Secured knob on cabin door. Complied with Piper service bulletin 861 on seats. Replaced seat covers. Painted tops of wings and stabilator. I certify the above mentioned repairs are airworthy.

Mechanic: Thomas Victor Henson

Certificate ID: IA2135863

(There is a scanned image for this entry. See **Airframe-18**)

Date: 8/6/1979

Aircraft Time: 830

I certify that this aircraft is safe for the intended flight from Dallas North Airport to Addison Airport.

Mechanic: KC Coth **Certificate ID:** 452066560

(There is a scanned image for this entry. See **Airframe-19**)

Date: 8/17/1979 **Aircraft Time:** 837.7

Pack all wheel bearings. Service all fluid levels. Lubed aircraft. Remove and inspect right fuel tank. Replaced right tank vent. Secured pilots seat trim. Rigged pilots seat adjustment. New right brake linings. New rheostat for nav lights. Gear retract and emergency gear extension check. Replaced right wing outboard leading edge assembly from front fuel tank to tip. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Thomas Victor Henson **Certificate ID:** IA2135863

(There is a scanned image for this entry. See **Airframe-20**)

Date: 5/9/1980 **Aircraft Time:** 877

Installed new landing light. Installed new brake linings on both brakes. Serviced all tires. Serviced nose gear strut.

Mechanic: David Lee Hawkins **Certificate ID:** 462569858

(There is a scanned image for this entry. See **Airframe-21**)

Date: 8/20/1980 **Aircraft Time:** 916.44

Removed and replaced ELT battery. Installed new bolts in landing gear. Installed brake linings. Serviced hand brake assembly and bled brakes. Complied with AD76-7-12 Part 1. I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in airworthy condition.

Mechanic: Steve E Marchard **Certificate ID:** IA 1911656

(There is a scanned image for this entry. See **Airframe-22**)

Date: 9/8/1981 **Aircraft Time:** 961.58

Checked all control cables, pulleys, and turnbuckles. Checked wing and stabalator bolts. Serviced battery and cleaned box. Replaced brake linings on left brake. Pulled gear retract test. Lubricated landing gear. Checked lights. Installed new "O" rings in hand brake cylinder. I certify that this aircraft has been inspected in accordance with a annual inspection and was determined to be in airworthy condition.

Mechanic: John Adams Gann **Certificate ID:** IA38546630

(There is a scanned image for this entry. See **Airframe-23**)

Date: 8/22/1982 **Aircraft Time:** 970

This transponder model KT-78 S/N 36824 as installed has been checked in accordance with FAR 43, Appendix F and found to comply with FAR 91.177

Mechanic: Denton Piper Sales **Certificate ID:**

(There is a scanned image for this entry. See **Airframe-24**)

Date: 10/1/1982 **Aircraft Time:** 973.4

Completed annual inspection. Checked and lubed control hinges and rod ends. Checked control cables, pulleys, and turnbuckles. Complied with AD 82-06-11 Revision 1. Nose landing gear inspection and rig in accordance with service bulletin 724A Part 1. Packed wheel bearing and replaced 3 brake linings. Serviced brakes and nose strut. Checked all lights. Did retract test and emergency gear extension. I certify that this aircraft has been inspected in accordance with a annual inspection and was determined to be in airworthy condition.

Mechanic: John Adams Gann **Certificate ID:** IA 3854663

(There is a scanned image for this entry. See **Airframe-25**)

Date: 11/24/1983 **Aircraft Time:** 1014

I certify that this aircraft has been inspected in accordance with a annual inspection and found to be in airworthy condition.

Mechanic: John Adams Gann **Certificate ID:** IA38546630

(There is a scanned image for this entry. See **Airframe-26**)

Date: 12/7/1984 **Aircraft Time:** 1035.12

Compass diaphragm replaced. All controls, hinges, and rod ends checked and lubricated. All wheel bearings cleaned and repacked. All lights checked. Battery serviced. Gear retraction and extension checked by normal and alternate methods. Hydraulic reservoir serviced. ELT battery replaced.

Mechanic: Ed Walkowitz **Certificate ID:** IA1763318

(There is a scanned image for this entry. See Airframe-27)	
Date: 1/4/1986	Aircraft Time: 1050
Completed annual inspection this date. Inspected cables, pulleys, and structure for airworthiness and security. Inspected landing gear, greased, and retraction checks. Inspected wheels, brakes, and tires. Repacked wheel bearings. Complied with AD82-27-03. Rajay turbo housing with dye penitrent inspection. Due again in 200 hours. Complied with AD84-26-02. Induction air filter element by installing new element. Due again in 500 hours. Complied with AD78-09-07 Bendix impulse inspection and SB 599. Found wear to be within limits. Due again in 500 Hours. Complied with AD80-24-03. Ammeter terminal post by installing nylon washers part # 758-549. No arcing at the terminal ends found. I certify that this aircraft was inspected in accordance with a annual inspection and was determined to be in an airworthy condition.	
Mechanic: Roger Allen Boxwell	Certificate ID: IA 2168145

(There is a scanned image for this entry. See Airframe-28)	
Date: 2/23/1987	Aircraft Time: 1062.48
Complete annual inspection this date. Inspected cables, pulleys, and structure for airworthiness. Operational checks of landing gear both normal and emergency. Lubricate gear. Inspected wheels and brakes. Complied with AD86-17-01 by installing ammeter shunt kit 765-186V. Installed copper wire kit STC SA3531NM. See form 337 this date. Installed new ELT battery pack. I certify that this aircraft was inspected in accordance with annual inspection and was determined to be in airworthy condition at this time.	
Mechanic: Roger A Boxwell	Certificate ID: IA2168145

(There is a scanned image for this entry. See Airframe-29)	
Date: 9/25/1987	Aircraft Time: 1067.5
Installed new 211CC vacuum pump serial number 12AB009211 this date. Removed serial number 4D4812.	
Mechanic: Randy L. Footer	Certificate ID: AP2078341

(There is a scanned image for this entry. See Airframe-30)	
Date: 2/10/1988	Aircraft Time: 1090.79
Replaced wheel bearings, lubricated landing gear, etc. Replaced air duct cowl to heater muff. Serviced hydraulics. AD's checked to 88-01-Jan. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-31)	
Date: 9/9/1988	Aircraft Time: 1128.95
Installed Terra AT3000 Blind Encoder in accordance with manufacturers instructions on the right sidewall under panel at ARM 55. Encoder and Altimeter not certified per owners request. New aircraft weight and balance. See equipment list.	
Mechanic: Ed Walkowitz	Certificate ID: 450966172

(There is a scanned image for this entry. See Airframe-32)	
Date: 9/12/1988	Aircraft Time: 1128.95
Both Nav Comm's and transponder sent to Flight Electronics for repair.	
Mechanic: Ed Walkowitz	Certificate ID: 450966172

(There is a scanned image for this entry. See Airframe-33)	
Date: 3/3/1989	Aircraft Time: 1137.95
Replaced right hand brake lining, replaced nose wheel tire and bearings, replaced wheel bearings. Lubricated landing gear, hinges and rod ends, etc. serviced hydraulic systems. Checked mag switch operation. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-34)	
Date: 3/16/1989	Aircraft Time: 1138.53
ELT battery pack replaced. Battery replacement due April 1991. Replaced baggage door seal.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-35)	
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Date: 3/22/1989	Aircraft Time: 1139
Installed Attitude Gyro PNC52D66 SN X97546F. Operation checked OK.	
Mechanic: Louis Girard Thibault	Certificate ID: AP1797133

(There is a scanned image for this entry. See Airframe-36)	
Date: 12/29/1989	Aircraft Time: 1191.35
Installed DG SN 62999F and EGT indicator SN 097972 after overhauled by Century Instrument Corp. RS # TJ2R189L, and attitude Gyro overhauled by Castleberry Instrument. RS#424R232L SN X97546F. Checked good on ground run up.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA 1991709

(There is a scanned image for this entry. See Airframe-37)	
Date: 1/24/1990	Aircraft Time: 1208.24
Replaced Mixture control cable assembly. Cleaned and lubricated stabilator trim spool in tail section. Aired up struts and tires.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA 1991709

(There is a scanned image for this entry. See Airframe-38)	
Date: 4/6/1990	Aircraft Time: 1208.45
Replaced brake hoses on both landing gears. Replaced wheel bearings, lubricated gears, rod ends, and hinges. Replaced landing gear lock assembly 67150-066, bearing 452-729 and bolt AN174-14. Rigged gear in accordance with Piper instructions. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-39)	
Date: 8/29/1990	Aircraft Time: 1220
Installed Arnav R-20, T-1000 preamp and antenna. Unit was installed in radio panel provided by Piper in accordance with manufacturers instructions. AC 43-13 chapters 1 and 2. Weight and balance revised as of this date. Software Version 2076. Checked the transponder complies with ME191413 and appendix F this date. Replaced KX175 #41026, KX170B #36340, KT75 #1506, KMA20 #7031. VOR#1 +1degree VOR#2 +2degree.	
Mechanic: James Allen Loftin	Certificate ID: E02R801K

(There is a scanned image for this entry. See Airframe-40)	
Date: 5/25/1991	Aircraft Time: 1325.74
Complied with AD82-27-03 by dye penitnant inspection next due 1525.74. Replaced engine cowl left hand lower support assembly. Repacked wheel bearings, lubricated landing gear, hinges, etc. serviced brakes and landing gear hydraulic system. ELT battery pack replaced. Next battery replacement due May 1993. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-41)	
Date: 7/30/1991	Aircraft Time: 1341.86
Installed new Alcon EGT probe PN 86240 SN 9047.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-42)	
Date: 7/1/1992	Aircraft Time: 1403.43
Replaced tail cone bottom fairing PN 66822-07 and repaired dorsal fin. Replaced valve side wheel bearing nose wheel 08125 and 08231cup. Repacked all wheel bearings, lubricated hinges, rod ends, gears,etc. replaced brake bleeder and screws right hand assembly. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
Mechanic: Elwood Emile Bauer	Certificate ID: IA1991709

(There is a scanned image for this entry. See Airframe-43)	
Date: 6/24/1993	Aircraft Time: 1474.94
Removed Michell Horison PN52B66 SN V9754BF. Installed Horizon PN 52D66 SN X6789GF Manufacturer Edo unit overhauled by Century Instrument Corp. RSTJ2R189L Work order number A98877.	

Mechanic: Elwood Emile Bauer **Certificate ID:** IA1991709

(There is a scanned image for this entry. See **Airframe-44**)

Date: 8/19/1993 **Aircraft Time:** 1491.12

Replaced brake lining left hand brake assembly. Repacked wheel bearings, lubricated hinges, rod ends, landing gear, etc. Replaced ELT battery pack. Replace again Sept 1995.I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Elwood Emile Bauer **Certificate ID:** IA 1991709

(There is a scanned image for this entry. See **Airframe-45**)

Date: 9/20/1994 **Aircraft Time:** 1511.88

Complied with AD94-14-14 with nose gear modification using Piper kit 764-377V parts and instructions. Replaced nose landing gear upper attach bolts with ANG-25. Installed new Gill G35 battery. Repacked wheel bearings, lubricated landing gear, rod ends, etc. serviced landing gear pump and brake system. Installed new Airtex carpet and wall panels sets.I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Elwood Emile Bauer **Certificate ID:** IA 1991709

(There is a scanned image for this entry. See **Airframe-46**)

Date: 11/1/1995 **Aircraft Time:** 1546.8

Installed new engine inlet paper air filter element in accordance with AD84-26-02. Next time replacement due 2046.80 hours. Replaced MS28775-327 AN6230-5 seals in all three landing gear and serviced with MICH5607 hydraulic fluid and air. Replaced seal AN6227-27 and lining 66-30 on piston side of right hand brake assembly. Repacked wheel bearings, lubricated hinges, rod ends, etc. Performed landing gear operation check. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Elwood Emile Bauer **Certificate ID:** IA1991709

(There is a scanned image for this entry. See **Airframe-47**)

Date: 2/19/1997 **Aircraft Time:** 1576.23

Replaced o-ring seal in hand brake assembly. Serviced landing gear system, brakes, and battery. Installed new ELT battery pack. Replace again Feb 1999. AD95-20-07 due at 1646 hours and AD96-10-03 flap attach due at 2000 hours. Repacked wheel bearings, lubricated landing gear, hinges, rod ends, etc. performed landing gear operation check.I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Elwood Emile Bauer **Certificate ID:** IA1991709

(There is a scanned image for this entry. See **Airframe-48**)

Date: 4/24/1998 **Aircraft Time:** 1590.3

Installed new Concorde CB-35-VP battery. Cleaned battery box and drains. Repacked wheel bearings, lubricated rod ends, hinges, etc. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Elwood Emile Bauer **Certificate ID:** IA1991709

(There is a scanned image for this entry. See **Airframe-49**)

Date: 6/19/1999 **Aircraft Time:** 1612.27

Annual inspection. Inspect and lube all controls, cables, and pulleys. Inspect and lube all wheels tires and brakes. Repair right navigation light. Gear retraction OK. Checked AD's. See AD Compliance records. ELT battery replaced. Due again Jan. 01.I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Jimmy Boyce Weger **Certificate ID:** 456643833

(There is a scanned image for this entry. See **Airframe-50**)

Date: 3/1/2000 **Aircraft Time:** 1628.36

Removed all plexiglass windows, and installed new windows from Cee Bailey. Removed and installed all tires and tubes. Replaced all engine scat tubes. All work done in accordance with applicable AMM.

Mechanic: Charles R Thompson **Certificate ID:** 461661134

(There is a scanned image for this entry. See **Airframe-51**)

Date: 4/4/2000 **Aircraft Time:** 1628.4

Installed Merlyn product STC kit SA4732NW MPI kit 1800030866. Engine ground run check OK. No leaks. All operational per MPI. This aircraft returned to service.

Mechanic: Joseph McKinley Basinger

Certificate ID: 411782501

(There is a scanned image for this entry. See [Airframe-52](#))

Date: 8/25/2000

Aircraft Time: 1648

Performed Annual Inspection by inspecting airframe per Piper Service Manual. Repacked wheel bearings. Performed service bulletin 1006 by removing fuel tanks and installing anti corrosion agent. Inspected tanks and replaced vent lines. Checked AD's thru 2000/16. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Performed strip and paint, by stripping old paint, acid etching, alodining, primeing and painting. Paint codes are as follows: Jet-Glo Matterhorn White 570-535. : Imron Med Steel Blue Met 44410, : Imron Med Rich Blue 44428. Also balanced flight controls in accordance with the Piper Service Manual.

Mechanic: Chad W Tuttle

Certificate ID: 367925048

(There is a scanned image for this entry. See [Airframe-53](#))

Date: 6/1/2001

Aircraft Time: 1663.8

Removed voltage regulator PN and SN unknown. Installed new voltage regulator. Regulator supplied by customer. PN VR200A SN B051732. See FAA 8130. Electrical system checked for proper voltage and operation. This aircraft returned to service.

Mechanic: Joseph McKinley Basinger

Certificate ID: 411782501

(There is a scanned image for this entry. See [Airframe-54](#))

Date: 9/1/2001

Aircraft Time: 1676.9

Opened all access panels, jacked aircraft. Completed gear retraction test, emergency gear extension. Replaced all brake linings, repaced all wheel bearings. Inspected all flight control cables and pulleys. Replaced vacuum filter. Replaced ELT battery pack. Checked AD's for compliance. AD 97-01-01 level one inspection completed owner will comply within 50 hours. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Joseph McKinley Basinger

Certificate ID: 411782501

(There is a scanned image for this entry. See [Airframe-55](#))

Date: 10/13/2002

Aircraft Time: 1752.9

Removed all access panels. Lubricated all flight control cables, checked all cable pulleys. Jacked aircraft. Complied with AD 97-01-01 by removing side brace studs. Reaming side braces to 5/8" and replacing 9/16" stud with 5/8". Installed with all new AN hardware. Retraction check. Replaced both brake rotors with PN RA164-02000 and new brake pads. New ELT battery pack installed. Due Oct 2004. Checked flight controls for proper travel. Checked AD compliance thru 10-04. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Joseph McKinley Basinger

Certificate ID: 411782501

(There is a scanned image for this entry. See [Airframe-56](#))

Date: 12/31/2002

Aircraft Time: 1760.53

Removed #1 VOR Indicator Model KI-214 P/N 066-3025-01 S/N 13903 and #1 Nav/Comm Model KX-170B P/N 069-1020-00 S/N 36813 to bench for alignment. Function tested KX-170B and adjusted Nav output level to spec. KX-170B Ops checks good. Function tested KI-214 Indicator VOR has 3-5 degrees of recip. Error. Several Glidescope Freq's are inop or extremely weak.. Meter Assy is cocked in housing. Tore down and troubleshoot: replaced C-134(Low in capacity- caused distortion of Ref Phase output calib.errors that would not adj. Out) Calib. LOC and VOR to mfg's spec's. Tested /Aligned GS on all channels. Tore down meter Assy cleaned, replaced bezel gasket. Reinstalled Meter assembly in housing w/ L-R meter vertical. Reassembled and final tested good. Installed KX-170B and indicator in aircraft same P/N's and S/N's Ops checks good. Troubleshoot Glideslope system. Found Antenna connector corroded and cracked. Replaced connector. Ops checks normal. Performed compass swing. Compass checks good. Insalled

Mechanic: Dennis F Sorber

Certificate ID: D0FR289Y

(There is a scanned image for this entry. See [Airframe-57](#))

Date: 1/1/2003

Aircraft Time: 1760.53

I certify that the altimeter(s). Static systems and the Automatic Pressure Altitude Reporting System checks, as required by FAR 91.411, have been performed and found to comply with FAR 43 App E Para "a" and "c" . DAS WO# 25606A. Altimeter Tested By DFW Inst. CRS DZMR1126 to 35K ft on WO# 10232. Encoder P/N AT3000 S/N 4620. Plt Alt 5934PA-1 S/N 12665.

Mechanic: Dennis F Sorber

Certificate ID: D0FR289Y

(There is a scanned image for this entry. See [Airframe-58](#))

Date: 1/2/2003

Aircraft Time: 1760.53

I certify that the Transponder systems were checked, as required by FAR 91.413 and found to comply with FAR 43 App. F Para a,b,c,& d. Xpndr #1 P/N 066-1034-00 S/N 1506.

Mechanic: Dennis F Sorber

Certificate ID: D0FR289Y

(There is a scanned image for this entry. See **Airframe-59**)

Date: 10/29/2003

Aircraft Time: 1848.7

Removed ARNAV R-20 s/n 21138, preamp, and antenna. Installed Bendix King KMD-150 s/n 27100710 and antenna. Unit was installed in radio panel provided by Piper in accordance with manufacturer installation manual. Removed Piper clock and installed Davtron 803 multifunction clock in instrument panel in accordance with manufacturers installation manual. Weight and Balance revised as of this date to reflect installation of KMD-150 and Davtron clock. Removed heated pitot, sent to Air Parts of Lock Haven for rebuild per work order 021584. Yellow tag in log book. Reinstalled heated pitot per Piper Maintenance manual and tested OK. Complied with AD 96-10-03 with instructions provided in Piper S/B 965. Tested flap handle OK. Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Replaced nose landing gear upper attach

Mechanic: James R. Haga

Certificate ID: IA1920783

(There is a scanned image for this entry. See **Airframe-60**)

Date: 10/29/2004

Aircraft Time: 1898.4

Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Serviced and lubricated trim system worm gear. Checked for compliance with all AD's. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Mechanic: Jim Haga

Certificate ID: IA1920783

(There is a scanned image for this entry. See **Airframe-61**)

Date: 10/30/2005

Aircraft Time: 1961.2

Checked all AD's for compliance. Repacked wheel bearings, lubricated landing gear, rod end bearings, and hinges. Checked cable tension and rigging. Checked stabilator spool gear for wear and proper rigging. Lubricated stabilator gear. Replace vacuum system filter and vacuum regulator filter with Rapco replacements. Checked ELT battery and function test OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Mechanic: Jim Haga

Certificate ID: IA1920783

(There is a scanned image for this entry. See **Airframe-62**)

Date: 10/30/2006

Aircraft Time: 2005.6

Checked all AD's for compliance. Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Checked stabilator spool gear for wear and proper rigging. Lubricated stabilator gear. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function. Tests OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. I certify that this aircraft has been inspected in accordance with and annual inspection and found to be in airworthy condition.

Mechanic: Jim Haga

Certificate ID: IA1920783

(There is a scanned image for this entry. See **Airframe-63**)

Date: 10/21/2007

Aircraft Time: 2030.2

Checked ADs for compliance. Checked cable tension and rigging. Repacked wheel bearings, lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Replaced vacuum system and vacuum regulator filters with Rapco replacement filters. Checked ELT battery and function tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Replaced tire tubes with new Michelin tubes. Checked tire pressure. Checked all lights and strobes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Mechanic: Jim Haga

Certificate ID: IA1920783

(There is a scanned image for this entry. See **Airframe-64**)

Date: 10/30/2008

Aircraft Time: 2069.0

See A.D. text for compliance. Checked cable tension and rigging, lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Replaced vacuum system and vacuum regulator filters with Rapco replacement filters. Tested ELT per 91.207D 1234 for function, tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Checked tire pressure. Checked all lights and strobes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Mechanic: Steve Quinones

Certificate ID: AP003163968

(There is a scanned image for this entry. See **Airframe-65**)

Date: 11/9/2009**Aircraft Time:** 2123.70

See A.D. text for compliance. Checked cable tension and rigging. , lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Tested ELT per 91.207D 1234 for function, tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Checked tire pressure. Checked all lights and strobes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Mechanic: Steve Quinones**Certificate ID:** AP00316396(There is a scanned image for this entry. See **Airframe-66**)**Date:** 5/13/2011**Aircraft Time:** 2171.31

Engine and Propeller overhauled at this time. Replaced both main tires. Set torque on all gear scissor links. Installed serviceable left main strut. Installed JMPRMSI sealkit in left main strut. Installed both bearings and races in left main wheel. Serviced left strut with MIL-5606 hydraulic fluid and air. Installed new battery model RG-35A. Checked electrical system. Removed nose strut. Replaced trunion with serviceable 67054-803, tube 67148-00, and lower strut 67037-006. Resealed strut and serviced with MIL- 5606 hydraulic fluid. Reinstalled nose strut and rigged as needed. Removed engine mount, cleaned, inspected, and painted. Reinstalled mount with new bolts. Checked cables, pulleys, and brackets. Function checked all controls. Serviced Hydraulic reservoir . Performed gear retraction and emergency extension check. Both functions checked good. Complied with AD 74-18-05 Fuel nozzle line during overhaul. Complied with AD 81-13-10R1 Oil pump drive gear by setting torque during overhaul. Complied with AD 92-04-09 rocker arm shaft hold down studs by setting torque during overhaul. Complied with AD 95-08-10 by installing new 641068 turbocharger outlet check valve. Complied with AD 97-26-17 by installing new 653129 crankshaft serial number N09LA018. Complied with AD 00-23-21 by installing new 653129 crankshaft serial number N09LA018. AD 84-26-02 due at tach time 2569.0 I certify that the aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA203021(There is a scanned image for this entry. See **Airframe-67**)**Date:** 5/7/2012**Aircraft Time:** 2020.75

Checked electrical system. checked controls. performed gear retract and emergency extension. Both checked good. Checked ELT per AD 91-20-70. Checked Good. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281(There is a scanned image for this entry. See **Airframe-68**)**Date:** 10/30/2012**Aircraft Time:** 2241.92

Checked battery and electrical system. Checked controls, cables, pulleys, and brackets. Performed gear retract and emergency extension. Both checked OK. Lubed landing gear, checked wheels and brakes. Serviced brake reservoir. Installed new Emergency Locating Transmitter Model ACK E-04 Serial number 5516. Tested the unit per 91.2007. Battery expires 7/2017. I certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281(There is a scanned image for this entry. See **Airframe-69**)**Date:** 11/6/2013**Aircraft Time:** 2290.78

Checked battery and electrical system. Checked all cables and controls. Repaired CHT lead . Checked ELT ACK-E-04 s/n 005516 per 91.207(d). Battery expires July 20,2017. Performed gear retract and emergency extension check. Both checked good. Serviced hydraulic reservoir with fluid. Checked brakes and serviced brake reservoir with fluid. Adjust rudder cable tension per service manual. Complied with AD 13-02-13 per Piper service bulletin 1245A. Adjusted cable tension per service manual. AD 84-26-02 due at tach time 2069.0. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281(There is a scanned image for this entry. See **Airframe-70**)**Date:** 11/6/2014**Aircraft Time:** 2326.70

Checked battery and electrical system. Installed new terminal on CHT lead at probe. Performed gear retract and emergency extension. Checked cables, pulleys, and brackets. Replaced both long brake flex hoses under the panel . Replaced both main gear flex hoses. Replaced both short flex hoses on main gear retract cylinders. Checked ELT ACT model E-04 s/n 05516 per 91.270 (d). Battery expires July 2017. Bleed brakes and checked wheel bearings. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281**Date:** 11/1/2015**Aircraft Time:** 2351.39

Checked Battery and electrical system. Checked controls, cables, pulleys, and brackets. Checked tires and brakes. Installed new 5.00x5 nose tire. Check ELT per 91.207(d). Battery expires 7/2017. Installed serviceable elevator trim tab with new hinge pins. Performed gear retract and emergency extension. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281

Date: 6/22/2016**Aircraft Time:** 2371.10

Removed the following equipment:(1)King KX170B Nav/Com Part# 069-1020-00 Serial# 36259(2)King KX170B Nav/Com Part# 069-1020-00Serial# 36813(3)King KI201 Indicator Part# 066-3008-02Serial# 28017(4)King KI214 Indicator Part# 066-3025-01Serial# 13903(5)King KD86 ADF Part# 066-1039-00Serial# 8077(6)King KMA10 Audio PanelPart# 066-1024-03Serial# 9097(7)Terra Encoding Altimeter Part# 0900-4099-01Serial# N/A(8)Flightcom 403D IntercomPart# N/A Serial# N/A Installed the following equipment:(A)Garmin GNS530W GPS/Nav/ComPart# 011-01064-00 Serial# 23801326(B)Garmin GRT225 ComPart# 010-00998-50Serial# 2AS003450(C)Mid Continent MD200 IndicatorPart# MD200-306Serial# K15-11854(D)PSE PMA8000BTi Audio PanelPart# 050-890-0712Serial# ABT11032(E)Approach Wiring HubPart# 7040-001Serial# H(F)TransCal SSD120 Encoding AltimeterPart# SSD120-30NSerial# SRN20865(G)Garmin GA35 WAAS AntennaPart# 013-00235-00Serial# 115320. Garmin GTX345 Transponder Part# 006-B1607-OF5 Serial# 3EG025941. All equipment has been installed in accordance with the applicable manufacturers installation manuals. All equipment was functionally tested per manufacturers installation manuals and interference tested with existing systems. The continuous electrical load has been calculated and does not exceed 50% of the total alternators capacity. Computed new weight and balance and updated the equipment list in the Pilots Operating Handbook. This aircraft has been approved for return to service.

Mechanic: Alton Northrup**Certificate ID:** IA2030281**Date:** 11/21/2016**Aircraft Time:** 2381.31

Resealed nose gear retract cylinder. Performed gear retract and emergency extension. Serviced gear reservoir with 5606 hydraulic fluid. Checked wheel bearings. Replaced all brake linings. Replaced brake pressure plate and back plate on left gear. Serviced brake reservoir with 5606 hydraulic brake fluid. Checked battery and electrical system. Checked ELT for operation per 91.20. Battery expires 07/2017. Lubed aircraft as needed. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281(There is a scanned image for this entry. See [Airframe-71](#))**Date:** 11/27/2017**Aircraft Time:** 2421.19

Checked all cables and pulleys. Checked wheel bearings and brakes. Serviced brakes reservoir with MilSpec 5606 Hydraulic fluid. Installed new O-Rings in the right brake cylinder, Bleed brakes. Performed gear retraction and emergency extension. Both checked good. Installed newRAB3-5-1 vacuum regulator filter and RAD9-18-1 vacuum inlet filter. Cleaned and installed new 462-049 gasket on fuel screen. Checked ELT per 91.207d battery expires 07/2019. Lubed aircraft as needed. AD84-26-02 due at Tach Time 2560.0. Airframe inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281**Date:** 12/20/2018**Aircraft Time:** 2457.08

Checked battery and electrical system. Checked all cables, pulleys, brackets and controls. Repaired CHT lead . Checked ELT ACK-E-04 s/n 005516 per 91.207(d). Installed new batteries. Batteries expire 12/2023. Performed gear retract and emergency extension check. Both checked good. Complied with AD 18-07-03 per Piper service bulletin 1309A, Inspection of fuel selector cover placards. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281(There is a scanned image for this entry. See [Airframe-72](#))**Date:** 1/2/2020**Aircraft Time:** 2587.09

Checked electrical system. Checked all cables ,pulleys and brackets Adjusted aileron cable tension . Replaced both main landing tires with new 6ply tires. Checked wheel bearings and brakes. Serviced brakes reservoir with MilSpec 5606 Hydraulic fluid. Performed gear retraction and emergency extension. Both checked good. Checked ELT per 91.207d battery expires 12/2023. Lubed aircraft as needed. AD84-26-02 due at Tach Time 2560.0. Airframe inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA 2030281**Date:** 10/15/2020**Aircraft Time:** 2498.13

Checked controls, cables and pulleys. Checked electrical system. Replaced both main landing gear retract cylinders. Nose landing gear retract cylinder overhauled. Replaced relief valve spring in hydraulic power pack. Replaced o-rings in auto extend/dump valve. Replaced landing gear solenoids with Piper Part 484-373 (24059). Replaced power relay solenoid with Piper Part 455-151 (6041H105A). Checked brakes and serviced brake reservoir. Performed numerous retracts and emergency extensions, both checked good. Complied with AD13-02-13 by inspection per MSB1245-a. Next inspection due 10/2027 or total time 4498.13. I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Mechanic: Alton Northrup**Certificate ID:** IA2030281

SCAN/IMAGE: Airframe-1

Registration No. N32169

and Remarks	Signature	Certificate No.
<div data-bbox="154 346 868 808" style="border: 1px solid black; padding: 5px;"> <p>The ATC Transponder Tests and Inspections required by FAR 91.177 were performed this date and found to comply with FAR 43, Appendix F.</p> <p>ATC Transponder:</p> <p>1. Make <u>KING</u> Model <u>KT-78</u> S/N <u>36824</u></p> <p>2. Make _____ Model _____ S/N _____</p> <p>Details of this inspection are on file at this facility under</p> <p>S/N <u>77 03097</u> Date <u>3-14-77</u></p> <p>Q. A. Inspector <u><i>James A. Langford</i></u> PIPER AIRCRAFT CORP. VERO BEACH, FLORIDA</p> </div>		

SCAN/IMAGE: Airframe-2

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				<p>THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) HAVE BEEN TESTED TO <u>20000</u> FT. ON (L) <u>3-18-77</u>, (R) <u>216</u> SIGNED <u>Jimmie B. Lanfain</u> DATE <u>APR 07 1977</u></p>
				<p>I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>APR 07 1977</u> FAR 21.183(b) PER 21.273. <u>1/A/W</u> <u>Jimmie B. Lanfain</u> FAA DOA SGT</p>
APR 07 1977	3.06			
Total To Carry Forward		3.06		

SCAN/IMAGE: Airframe-3

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				<p>THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) HAVE BEEN TESTED TO <u>20000</u> FT. ON (L) <u>3-18-77</u>, (R) <u>2/16</u> SIGNED <u>Jimmie B. Lanfain</u> DATE <u>APR 07 1977</u></p>
				<p>I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>APR 07 1977</u> FAR 21.183(b) PER 21.273. <u>1/A/W</u></p>
APR 07 1977	3.06			<p><u>Jimmie B. Lanfain</u> FAA DOA SGT</p>
Total To Carry Forward		3.06		

SCAN/IMAGE: Airframe-4

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	JULY 26, 1977 TACH TIME BY C. HES. SONA			
	INSPECTION - SERVICED BRAKES			
	BATTERY AND TIRES.			
			Low Honey A.P. 1300809	
Total To Carry Forward				

SCAN/IMAGE: Airframe-5

Registration No. _____

and Remarks	Signature	Certificate No.
5 Aug 1977 Tach Time 118.02 hr Overhauled Left main Landing Act.	P. W. Jackson A&P 1954608	
Aug 29, 1977 Tach time 138.0 Installed New Directional Gyro and Turn Coordinator	G. W. Cox A&P 314749	

SCAN/IMAGE: Airframe-6

Registration No. _____

and Remarks	Signature	Certificate No.
5 Aug 1977 Tach Time 118.02 hr Overhauled Left main Landing Act.	P. W. Jackson A&P 1954608	
Aug 29, 1977 Tach time 138.0 Installed New Directional Gyro and Turn Coordinator	G. W. Cox A&P 314749	

SCAN/IMAGE: Airframe-7

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
DEC. 6, 1977	TACH TIME	272.8 HRS.	INSTALLED	NEW
		TIRES	REPLACED	NOSE TIRE HEAT
		SHIELD		
			Even Henry	1A15605
4-29-78	I certify that this Aircraft			
# 447.37	has been inspected in accordance			
	with A Annual insp and was determined			
	to be in Airworthy Condition			
Total To Carry Forward				Jerry Ray Kops 1A15605

SCAN/IMAGE: Airframe-8

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
DEC. 6, 1977	TACH TIME	272.81		NEW
		TIRES REPLACED NOSE TIRE HEAT SHIELD		
				Sam Henry A1136565
4-29-78	I certify that this Aircraft			
# 44737	has been inspected in accordance with A Annual insp and was determined to be in Airworthy Condition			
Total To Carry Forward				Jerry Ray Kops 1A1560

SCAN/IMAGE: Airframe-9

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance	and Remarks	Sig
	This Date	Total				
	Brought Forward →					
15 Aug 78	590		590	Blew ^{nose} tire on Tire was worn to tread + sidewall. New	landing at F.D. Smith, Md. cord at one spot between tire + tube installed.	
Total To Carry Forward						

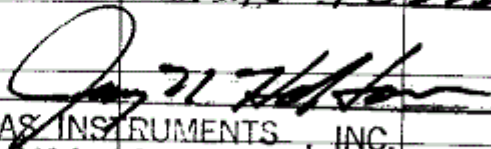
SCAN/IMAGE: Airframe-10

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	S/N 62999 F		
	P/N 16262-003-14	4000 C		
<p><i>OVER HALLLED</i></p> <p>THE 600 AIR DIR-GYRO ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT F.A.A. REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE.</p> <p>DETAILS FILED UNDER W/O # 1233E</p>				
<p>SIGNED <i>[Signature]</i> FOR</p> <p>AIR DALLAS INSTRUMENTS, INC.</p> <p>(214) 350-7414 LOVE FIELD</p> <p>CERT. REPAIR STA. # 202-84</p> <p>ON (DATE) AUG 24 1978</p>				
Total To Carry Forward				

SCAN/IMAGE: Airframe-10

Registration No. _____

and Remarks	Signature	Certificate No.
	<i>MODEL 5000 G-8</i>	
<i>P/N 23-501-04-2 S/N X6064F</i>		
<i>OWNERS FILED</i>		
<i>THE GYRO HORIZON ED-100 ABOVE</i>		
<i>WAS REPAIRED AND INSPECTED IN ACCORD-</i>		
<i>ANCE WITH CURRENT F.A.A. REGULATIONS AND</i>		
<i>IS APPROVED FOR RETURN TO SERVICE.</i>		
<i>DETAILS FILED UNDER W/O # <u>1233D</u></i>		
<i>SIGNED</i>		<i>FOR</i>
<i>AIR DALLAS INSTRUMENTS, INC.</i>		
<i>(214) 350-7414 LOVE FIELD</i>		
<i>CERT. REPAIR STA. # 202-84</i>		
<i>ON (DATE) <u>AUG 24 1978</u></i>		

SCAN/IMAGE: Airframe-11

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward			
15 SEPT 78	TACH 661			Remount Replace new keel assy tire & tube. Jolly H Stee/ A+P454803609
18 Sept 78	TACH 664			Replace idy lite. Jolly H Stee/ A+P454803609
Total To Carry Forward				

SCAN/IMAGE: Airframe-12

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward			
15 SEPT 78	TACH 661			Remount Replace new keel Assy tire & tube. Jolly H Stee/ A+P454803609
18 Sept 78	TACH 664			Replace idy lite. Jolly H Stee/ A+P454803609
Total To Carry Forward				

SCAN/IMAGE: Airframe-13

Registration No. _____

and Remarks	Signature	Certificate No.
<p>12 OCT 78 TACH 737 Replace Both main tires, Change Brake linings Both wheels, Pack wheel Bearings, Replace retract link center Bushings + Bolts. Install Piper S Ekin Kit no. 763 843V per Service letter 848. Performed Retraction CR. Lube Idg gear. Lube Controls + rod ends. Repair stabilator + tail cone cover cracks By fiberglassing. Service Batt Repair leaking fuel transmitter left wing Reseal it main hydraulic cylinders. Service hyd reservoir. Service Brake reservoir. repair reservoir</p>		

SCAN/IMAGE: Airframe-13

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
vent. Adjust ldy gea Safety.	Brought Forward			Replace vac regulator filter limit switches. Lube mixture safety.
				<p style="writing-mode: vertical-rl; transform: rotate(180deg);"> I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. </p>
				<p style="text-align: right;"> <i>Deif H. Hood</i> ATP 45483609 </p>
24 OCT 78	TACH	739		Replace left outboard landing unit. O/H at horizon <i>Deif H. Hood</i> ATP 45483609
Total To Carry Forward				

SCAN/IMAGE: Airframe-14

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
vent. Adjust ldy gea Safety.	Brought Forward			Replace vac regulator filter limit switches. Lube mixture safety.
				<p style="writing-mode: vertical-rl; transform: rotate(180deg);"> I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. </p>
				<p style="text-align: right;"> <i>[Signature]</i> ATP 45413609 </p>
24 OCT 78	TACH	739		Replace left outboard landing unit. O/H Ant horizon <i>[Signature]</i> ATP 454803609
Total To Carry Forward				

SCAN/IMAGE: Airframe-15

Registration No. _____

and Remarks	Signature	Certificate No.
11 NOV 78 TACH 753 Replace Alternator will factory new part. Test fly A/c. Check OK. John P. [unclear] A-145 Erc 3609		

SCAN/IMAGE: Airframe-16

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
12-19-78	took			check Engine prop problem, appears to have loss of oil pressure to governor when oil warms up. I certify this aircraft to be airworthy for one time ferry flight to Dallas from Hobbs Vincent J. Dethlefsen A+E 100974
Total To Carry Forward				

SCAN/IMAGE: Airframe-17

Registration No. _____

and Remarks	Signature	Certificate No.
<p>30 MAR 79 REPLACED RT WING TIE DOWN RING. C/W AD 79-02-05 B-1 INSP OF GASCOLATOR OK FOR SERVICE. REMOVED LITHIUM BATT FROM EIT PER AD 79-05-02. C/W PIPER S/B 623 B-1 REMOVING WASHERS FROM DIODE ASSY. SECURED KNOB ON CABIN DOOR. REPAIR CABIN DOOR STAY. C/W 3/2 861 ON SEATS. REPAIRED SEAT COVERS. PAINTED TOPS OF WINGS + STAB.</p>		
<p>DATE 30 MAR 79</p>	<p>WORK ORDER NO. 3148</p>	<p>TACH. TIME 824.42</p>
<p>I CERTIFY THE ABOVE MENTIONED REPAIR(S) ARE AIRWORTHY.</p>		
<p>SIGNED: _____</p>	<p>LA 2155863 FOR</p>	
<p>AEROPACE SERVICE, INC. ADDISON AIRPORT - DALLAS, TEXAS REPAIR STATION NO.</p>		

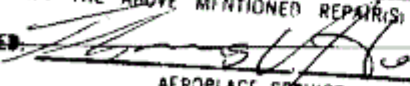
SCAN/IMAGE: Airframe-18

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
8-6-79	I certify this aircraft safe for the intended flight from Dallas North Airport to Addison Airport			
			<i>[Signature]</i>	
			457066560	
Total To Carry Forward				

SCAN/IMAGE: Airframe-19

Registration No. _____

and Remarks	Signature	Certificate No.
<p>17 AUG 79 PACK ALL WHEEL BEARINGS. SERVICED ALL FUEL LEVELS. LUBED ACFT. RT / RT FUEL TANK. REPLACED RT TANK VENT. SECURED PILOTS SEAT TRIM. RIGGED PILOTS SEAT ADJ. NEW RT BRAKE LININGS. NEW RHEOSTAT FOR NAU/LIGHTS. GEAR RETRACT + EMERGENCY EXTENSION CK</p>		<p>REPLACED RT WING OUTBD LEADING EDGE ASSY FROM FUEL TANK TO TIP.</p>
<p>DATE 17 AUG 79 WORK ORDER NO. 3517 TACH. TIME 837.7 I CERTIFY THE ABOVE MENTIONED REPAIRS ARE AIRWORTHY. SIGNED:  FOR 63</p>		
<p>AEROPLACE SERVICE, INC. ADDISON AIRPORT - DALLAS, TEXAS REPAIR STATION NO.</p>		

SCAN/IMAGE: Airframe-20

Registration No. _____

and Remarks	Signature	Certificate No.
Q MAY 1980 TACH 877 HRS. 50 HR INSPE COMPLETED INSTALLED NEW LANDING LITE, INSTALLED NEW BRAKE LININGS BOTH BRAKES. SERVICED ALL TIRES. SERVICED N/G START.		
David Stutzman ACP 4623857		

SCAN/IMAGE: Airframe-21

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
<p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN <u>Removed ERT. Installed new</u> INSPECTED IN ACCORDANCE WITH A <u>100hr</u> <u>bolts in landing gear. Installed</u> INSPECTION AND DETERMINED IT TO BE IN <u>1/2 brake lining. Serviced hand</u> AIRWORTHY CONDITION. <u>brake Assy and bled brakes.</u></p>				
TOTAL TIME IN SERVICE	<u>16.44</u>	<u>HOURS</u>	<u>AD 76 7-12</u>	<u>AW Post 1</u>
DATE	<u>8-20-80</u>		<u>AIP 1779148</u>	<u>Dewey E. [Signature]</u>
<p>BEEN INSPECTED IN ACCORDANCE <u>Annual</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. <u>[Signature]</u></p>				
Total To Carry Forward				

SCAN/IMAGE: Airframe-22

Registration No. _____

and Remarks	Signature	Certificate No.
9-8-81 70516 TIME 961.58 check all controls, cables, pulleys and turnbuckles. checked wing and stabilator bolts. serviced battery and cleaned horn. Replaced brake lining on L. Brake. Paired gear retract test. Lubricated landing gear. checked lights. Installed new "O" rings in hand brake cylinder. I certify that this AIRCRAFT has been inspected in accordance with a ANNUAL INSPECTION and was determined to be in an airworthy condition.	John Van-1A325466301	

SCAN/IMAGE: Airframe-23

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	THIS TRANSPONDER MODEL <i>KC-78</i>			
	S/N <i>36824</i> IS INSTALLED HAS BEEN			
	CHECKED IN ACCORDANCE WITH FAR 43,			
	APPENDIX I AND FOUND TO COMPLY WITH			
	FAR 91.177.			
	CRS 2163 DENTON PIPER SALES			
	MUNICIPAL AIRPORT, DENTON, TEXAS			
	BY <i>J. Shohl</i> <i>8-22-82</i>			
	<i>Replaced ELT 8-23-82 - NARCO KLT-10</i>			
	<i>Replace Battery by OCT 28, 1983</i>			
Total To Carry Forward				

SCAN/IMAGE: Airframe-24

Registration No. _____

and Remarks	Signature	Certificate No.
<p>10-1-82 7:11L & TOTAL TIME 973.4 Completed Annual inspection, checked and lubed control hinges and ends, checked control cables, pulleys and turnbuckles. C/w A.D. B2-06-11 R1 Nose landing gear inspection and rig in accordance with SIB, 724A PART I. Packard wheel bearings and replaced 3 brake linings, serviced brakes and nose strut, checked oil lightse. Did retract test and emergency gear extension. I certify that this AIRCRAFT has been inspected in accordance with a Annual inspection and was determined to be in an airworthy condition. John James 1A395466801</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
11-24-83	Brought Forward →	1014 HRS		
	Inspected 100 hr	ANNUAL		
	and was determined to be in Airworthy			
	Condition. Total time in service	1014		
	Date 11-24-83			
	John A. [Signature] 1A385466301			
11-24-83	TIME IN SERVICE 1014 HRS I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND FOUND TO BE IN AN AIR WORTHY CONDITION. Ralph H. [Signature] 466629725 AP			
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>12-7-84 FA COMPASS DIAPHRAGM REPLACED. ALL CONTROLS, HITCHES & ROPELINES CHECKED AND LUBRICATED. ALL WHEEL BEARINGS CLEANED AND REPACKED. ALL LIGHTS CHECKED. BATTERY SERVICED. GEAR RETRACTION & EXTENSION CHECKED BY NORMAL AND ALTERNATE METHODS. HYDRAULIC RESERVOIR SERVICED. TACH 1035:12 FLT BATTERY REPLACED - DUE DEC 1986</p>		
<p>NONREPAIRABLE</p>		
<p>I certify that this (aircraft) has been inspected in accordance with a (100-hr. / annual) inspection and determined to be in airworthy condition.</p>		
<p>DATE <u>12-7-84</u> TACH <u>1035:12</u></p>		
<p>SIGNED <u>Ed Wallerwig - ROCKWALL AIR SERVICE</u></p>		
<p>A & P <u>1763318 FA</u></p>		
<p>NONREPAIRABLE</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1-4-86	Brought Forward →	TACK R.T.T. 1050		Completed ANNUAL inspection this date. Inspected CABLES, PULLEYS and STRUCTURE FOR AIRWORTHINESS and SECURITY. Inspected Landing gear greases and Retraction checks. Inspected WHEELS, BRAKES and TIRES. Repacked wheel Bearings c/w AD 82-27-03 RASBY TURBO Housing BY Oye - Penitentiary inspection Due Again in 200 HRS. c/w AD 84-26-02 Inspection AIR Filter element by installing new element, Due Again in 500 HRS. c/w AD 78-09-02 Bendix impeller inspection & S.B 599 Found wear to be within limits. Due Again in 500 HRS.
Total To Carry Forward				

SCAN/IMAGE: Airframe-27

Registration No. _____

and Remarks	Signature	Certificate No.
<p>(1-4-96 ANNUAL CONTINUED FROM PREVIOUS PAGE) Ammeter terminal post BY installing nylon washers p/n 75B-549 no arcing at the terminal end found. I certify that this AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION and was determined to be in an AIRWORTHY condition at this time. T.T. 1050 Ryan A. [Signature] IA 2109145</p>	<p>C/W AD 80-24-03</p>	<p>24-03</p>

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-23-97	Brought Forward →	1062.49	TACK & T.T.	Completed ANNUAL inspection this date. Inspected cables, pulleys & structure for security & airworthiness. Operational checked Landing gear both normal & emergency, lubricated gear. Inspected wheels & brakes. c/w AD 86-17-01 by installing Ammeter & shunt Kit 765-186V. Installed copper wire Kit STC SA 3531 NM see Form 337 this date. Installed new ELT Battery pack. I certify that this AIRCRAFT WAS inspected in accordance with an Annual Inspection and
REPLACE ELT BATTERY BY: JAN 28 1989				
Total To Carry Forward				Time. Ross A. Brunell IA 2168145

SCAN/IMAGE: Airframe-29

Registration No. _____

and Remarks	Signature	Certificate No.
9/25/87 TACH 1067.5 installed new 211CC vac pump s/n 12AB009211 this date, removed s/n 4D4812 <i>Randy L. Foster</i> APP 2078341		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10 FEB 1988	Brought Forward →	1090:79		
	Repacked wheel bearings, lubricated landing gears, etc. Replaced air duct - soul to head muff. Serviced Hyd. systems AD's checked to - 88-01-TAN.			
	I certify that this aircraft has been inspected in accordance with our Annual inspection and was determined to be in airworthy condition Edward Bruce Bauer JA 1991709			
Total To Carry Forward				

SCAN/IMAGE: Airframe-31

Registration No. _____

and Remarks	Signature	Certificate No.
9-6-88	INSTALLED TERRA AT 3000 BLIND ENCODER	
TACH 1128.95	IAW MANUFACTURE'S INSTRUCTIONS ON RIGHT SIDEWALL UNDER PANEL AT ARM SS. ENCODER	
	AND ALTIMETER NOT CERTIFIED PER OWNER'S REQUEST. NEW AIRCRAFT WEIGHT AND BALANCE	
	SEE SEE EQUIPMENT LIST.	
	A-245096072	
	E. W. [Signature]	
	ROCKWALL AIR SERVICE	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
9-12-88	BOTH NAV COMM'S & XPOUNDER SENT TO FLIGHT ELECTRONICS FOR REPAIR Ed Welkonia Rockwell Air Service Inc 1763318 A-6			
Total To Carry Forward				

SCAN/IMAGE: Airframe-33

Registration No. _____

and Remarks	Signature	Certificate No.
<p>3 Mar 1989 Total Task Time: 1137:95 Replaced RH brake linings, Replaced nose wheel tire and bearings, repacked wheel bearings, lubricated landing gears, hinges and rod ends, etc. serviced hyd systems checked mag switch operation. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition.</p>	<p>Clarence Emil Bauer TA 1991709</p>	
<p>16 Mar 1989 TT 1138:53</p>	<p>ELT battery pack replaced, battery replacement due APR 1991. Replaced baggage door mat. Clarence Emil Bauer AIP 1991709</p>	

SCAN/IMAGE: Airframe-34

Registration No. _____

and Remarks	Signature	Certificate No.
<p>3 Mar 1989 Total Task Time: 1137:95 Replaced RH brake linings, Replaced nose wheel tire and bearings, repacked wheel bearings, lubricated landing gears, hinges and rod ends, etc. serviced hyd systems checked mag switch operation. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition.</p>	<p>Clarence Emil Bauer TA 1991709</p>	
<p>16 Mar 1989 TT 1138:53</p>		
<p>ELT battery pack replaced, battery replacement due APR 1991. Replaced baggage door mat. Clarence Emil Bauer AIP 1991709</p>		

SCAN/IMAGE: Airframe-35

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3/22/99	Brought Forward →			
	Installed Attitude Gyro PNC52D66			
S/N	X 97546F	ops checked ok		
		Louis E. Stibault AP 1797133		
29 Dec 1989	Total Time 1191:35	Installed DG S/N 62999F and		
	EGT indicator S/N 097972 after overhauled by Condary ind Corp,			
	RS # T12R189L1 and Attitude Gyro overhauled by Cordleberry Instru-			
	ments RS # 422R232L S/N X97546F. Checks good on ground. Request-			
		Edward Emily Bauer AP 1991709		
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3/22/99	Brought Forward →			
	Installed Attitude Gyro PNC52D66			
S/N	X 97546F	ops checked ok		
		Louis E. Stibault AP 1797133		
29 Dec 1989	Total Time 1191:35	Installed DG S/N 62999F and		
	EGT indicator S/N 097972 after overhauled by Condary ind Corp,			
	RS # T12R189L1 and Attitude Gyro overhauled by Cordleberry Instru-			
	ments RS # 422R032L S/N X97546F. Checks good on ground. Request-			
		Edward Emily Bauer AP 1991709		
Total To Carry Forward				

SCAN/IMAGE: Airframe-37

24 Jan 1990 Total Time: 1208:24	Replaced mixture control	
cable Assy. cleaned & lubricated elevator trim system in		
tail section, aired struts & tires.		
Edward Emil Bauer	A+ P, 99, 709	

SCAN/IMAGE: Airframe-38

6 April 1990 Total Time 1208:45

Replaced brake hoses on both landing gears. Reassembled wheel bearings, lubricated gears, rod ends, hinges. Replaced nose landing gear shock absorber 67150-006, bearing 452-729 & bolt AN174-14 rigged gear IAW Piper instructions. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Edward Smith, PA 1991709

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
8/29/90	Brought Forward →			
				Installed Annav R-20 T-1000 pre-am & Ant. Unit was installed in radio panel provided by piper in accordance with manufactory instruction. And AC 43-13 chapters 1 & 2. Weight and balance revised as of this date. Software V-207C
	KT-78	36824		Edwards Avionics Inc.
	8/29/90		EO2R801K	EO2R801K
	Jim Soft			Jim Soft
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
23 May 1991	Brought Forward →	132574		Complied AD 82-37-03 leg dgs pendrake inspection next due 152574. Replaced engine cowling LH lower support Assy. Replaced wheel bearings, lubricated landing gear, hinges etc. serviced brakes & LG hyd system. ELT Battery pack replaced, and Battery replaced due May 1993 It certifies that this aircraft has been inspected in accordance with an annual check as outlined in the manual It is in Airworthy Condition Edward Smith Bauer JA 1991709
Total To Carry Forward				

SCAN/IMAGE: Airframe-41

Registration No. _____

and Remarks	Signature	Certificate No.
<p>30 July 1991 Total 1341.86 P/N 86240 S/N 9017. installed new Alcon EGT probe Edward Smith BA 1991709</p>		
<p>1 July 1992 Total 1403.43 Replaced Tail cone bad down fairing P/N 66833-07 and repaired dorsal fin, Replaced valve side wheel bearing nose wheel 08125 cone & 08231 cup. prepacked all wheel bearings, lubricated hinges, rod ends, gears, etc. replaced brake bleeders seals & screws RA.009, certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition. Edward Smith BA 1991709</p>		

SCAN/IMAGE: Airframe-42

Registration No. _____

and Remarks	Signature	Certificate No.
<p>30 July 1991 Total 1341.86 P/N 86240 S/N 9017. Installed new Alcon EGT Probe Edward Smith BA 1991709</p>		
<p>1 July 1992 Total 1403.43 Replaced Tail cone bad down fairing P/N 66833-07 and repaired dorsal fin, Replaced valve side wheel bearing nose wheel 08125 cone & 08231 cup. prepacked all wheel bearings, lubricated hinges, rod ends, gears, etc. replaced brake bleeders seals & screws RA.009, certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition. Edward Smith BA 1991709</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
24 Jun 93	Brought Forward →	1474.94	Removed Mitchell Horizon P/N 52866 S/N Y9754BF	
			Replaced Horizon P/N 52066 S/N X67896F mfg 500- and OH by Conquest Corp. RSTIR189L w/o A98877.	
			Edward Emil Bauer AIP991709	
19 Aug 1993	1491.12		Replaced brake linings LH brake only, Repacked wheel bearings, lubricated hinges, rod ends, landing gear, etc.	
			Replaced ELT battery pack, Replaced date SEPT 1995.	
			I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
			Edward Emil Bauer IA 1991709	
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
24 Jun 93	Brought Forward →	1474.94	Removed Mitchell Horizon P/N 52866 S/N Y9754BF	
			Installed Horizon P/N 52066 S/N X67896F mfg 500- and OH by Conquest Corp. RSTIR189L w/o A98877.	
			Edward Emil Bauer AIP991709	
19 Aug 1993	1491.12		Replaced brake linings LH brake only, Repacked wheel bearings, lubricated hinges, and ends, landing gear, etc.	
			Replaced ELT battery pack, Replaced date SEPT 1995.	
			I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
			Edward Emil Bauer IA 1991709	
Total To Carry Forward				

SCAN/IMAGE: Airframe-45

Registration No. _____

and Remarks	Signature	Certificate No.
<p>20 Sept 1994 TOTAL TACK: 1511:88</p>		
<p>Complied with Piper AD 74-14-14 (19 Aug 94) nose gear modification with Piper kit 764 377V per instructions. Replaced nose landing gear upper & dash bolts. ANG-25. Installed new Hill C 35 Battery. Repacked wheel bearings, landing gear, rod ends etc. Minimal landing gear pumps and brake systems. Installed new Piper canopy and wall panel sets.</p>		
<p>I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in Airworthy Condition</p>		
	<p>Clwood E. mile Bauer TA 1991209</p>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1 Nov 1995	Brought Forward →	1546:80	"	checked new engine inlet paper air filter element IAW AD 84-26-02 need time replacement due 2046:80 hours. Replaced MS38775-327 + AN6330-5 nuts in all 3 landing gear & serviced with MIL-H 5606 hyd fluid + air. Replaced seal AN 6327-27 on piston & lining 66-30 on piston side of LH brake assembly. repacked wheel bearings, lubricated king on rot axle, etc. Performed landing gear operational check.
				to certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in Airworthy Condition
Total To Carry Forward				Edward E. mile Bauer IA 1991709

SCAN/IMAGE: Airframe-47

Registration No. _____

and Remarks	Signature	Certificate No.
<p>19 Feb 1997 Total 1-7-04. 1576123 Replaced wing seal in handbrake Assy. Inspected LG system, brakes & landing gear. new ELT Battery installed Mand. obs. P/S BP-1010 replace late FEB 99. AD 95-20-07 m.l.c. due at 1646 hrs 9 AD 76-10-03 flap attach due at 2000 hrs. Reported wheel bearings, lubricated LG's - finger, rod ends etc. performed landing gear operation check.</p>		
<p>I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy Condition</p>		
<p>Elwood Emil Bauer 28 1991709</p>		

SCAN/IMAGE: Airframe-48

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
24 Apr 1998	Brought Forward →	1590:30	"	Overhauled now
Concord C.B.35-VP	Battery			Cleaned battery box and drains. Repacked wheel bearings. Lubricated undercarriage, hinges, etc. I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in Airworthy Condition. Edward Louis Bauer IA 1991709
Total To Carry Forward				

SCAN/IMAGE: Airframe-49

Registration No. _____

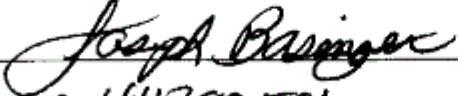
and Remarks	Signature	Certificate No.
<p>6-17-99 Tach 1612.27 ANNUAL Inspection INSPECT + Lub All controls cables + pulleys INSPECT + Lub wheels tires + brakes reppit RT. Nav light gear retraction OK check ADs see AD compliance Records ELT BAT Replaced Due JAN. 01</p>		
<p>Date <u>6-17-99</u> Total Time <u>1612.27</u> I certify that this <u>Aircraft</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.</p>		
<p><i>July B. Wegner</i> JA 456645835</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-1-00	Brought Forward →	1628.36		Removed All Plexiglas Windows, And Installed New Windows. Removed And Installed All Tires And Tubes. All Work Done IAW Applicable A MM. End Charles R. Thompson IA 461661134
Total To Carry Forward				

SCAN/IMAGE: Airframe-51

Registration No. _____

and Remarks	Signature	Certificate No.
4-4-2000 AIRCRAFT JT 1628.4		
INSTALLED MERLYN Product STC KIT		
SA4732NW MPI KIT NUMBER 1800030866		
ENGINE GROUND RUN CHECK OK. NO		
LEAKS ALL OPERATION PER MPI. THIS		
AIRCRAFT RETURNED TO SERVICE.		
 AP 411782501.		

SCAN/IMAGE: Airframe-52

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance	and Remarks
	This Date	Total			
8/25/00	Brought Forward →			Performed Annual Inspection Manual Repacked wheel Bearings 2000/16. I certify that this with an Annual Inspection and "Billy Carter Aircraft Painting" Tach _____ Performed strip and paint, by stripping old paint, acidetching, alodining, priming and painting. Paint codes are as follows: Jet-Glo-----Matterhorn White-----570-535 Imron-----Med Steel Blue Met-----44410 Imron-----Med Rich Blue Met-----44428 Also balanced Flight controls in accordance with P/S/M. Chad W. Tuttle <i>[Signature]</i> A&P3679250481A	By Inspecting Airframe per Piper Service performed SB 1006 Checked AD's Through Aircraft has been Inspected in accordance was Found to be in an airworthy condition <i>[Signature]</i>
Total To Carry Forward					

SCAN/IMAGE: Airframe-53

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
06-01-21	Brought Forward →	1663.8	TACH 1663.8	
				Removed Voltage Regulation P/N S/N UNKNOWN. INSTALLED NEW Voltage Regulation supplied by customer. P/N UR200A S/N B051732 ^{SFE} FAA 8130-2
				ELECTRICAL SYSTEM CHECKED FOR PROPER VOLTAGE AND OPERATION. THIS AIRCRAFT RETURNED TO SERVICE.
				<i>Joseph Basing</i> AIP 411782501
Total To Carry Forward				

SCAN/IMAGE: Airframe-54

AIRCRAFT LOG				Registration No. _____		
Date	Aircraft Time		Recorder Reading	Maintenance	and Remarks	Sig
	This Date	Total				
09/01/01	Brought Forward →	1676.9	1676.9			
				Opened All Access Panels, JACKED AIRCRAFT, completed gear RETRACTION TEST, Emergency GEAR EXTENSION, Replaced All BRAKE linings, Repacked All WHEEL Bearings, Inspected All Flight CONTROL cables and pulleys, Replaced VACUUM FITTER, Replaced EUT BATTERY. CHECKED FOR A/D COMPLIANCE A/D 97-01-01 Level one Inspection completed owner will comply WITHIN	50 HRS. THIS AIRCRAFT HAS BEEN INSPECTED I/A/W A CFR 43.13 APPENDIX D SCOPE AND DETAIL OF AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.	
Total To Carry Forward					I certify that this AIRFRAME has been inspected in accordance with ANNUAL inspection and was determined to be in airworthy condition: Signature <i>Joseph M. Brumby</i> Date _____ Certificate # <i>J/1282501</i>	

SCAN/IMAGE: Airframe-55

BY:

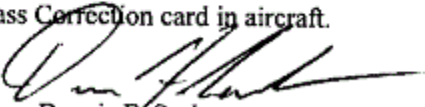
AIRCRAFT LOG

Registration No. _____

craft Time	Recorder Reading		Maintenance
	Total		
	1752.9	1753.9	Removed All Access Panels, Lubricated All Flight Control Cables, CA Aircraft Complied Removing side Brake Installed All New Door Fit, No Defect P/N RA164-02000
			Checked Flight Controls for proper travel. Checked for AID compliance
			Inspected I/A/W in a Airworthy

and Remarks	Signature	Certificate No.
Panels, Lubricated All Flight Control Cables, Jacked With AID 97-01-01 Part By Studs and Reaming to 5/8 Stud Hardware Retracted checked. Replaced Both Brake Rotors and new Brake Pads. New ECU Battery Due 04		
Checked for proper travel. Checked for AID compliance. This aircraft has been a Annual Inspection and found to be condition. This aircraft returned to service		
Joseph Brannon AIP 011782501 I/A		

AIRCRAFT LOG

Date	Aircraft Time	Recorder Reading	Maintenance
N3216Q S/N 28R-7703097 Piper PA28R-201T	Airframe Log		12-13-02 WO# 25606A Tach: 1760.53
<p>Removed #1 VOR Indicator Model KI-214 P/N 066-3025-01 S/N 13903 and #1 Nav/Comm Model KX-170B P/N 069-1020-00 S/N 36813 to bench for Alignment. Function tested KX-170B and adjusted Nav. output level to spec. KX-170B Ops checks good. Function tested KI-214 Indicator VOR has 3-5 degrees of error and 3-5 degrees of recip. error... Several Glideslope Freq's are inop or extremely weak... Meter Assy is cocked in housing. Tore down and Troubleshoot: Replaced C-314 (Low in capacity - caused distortion of Ref. phase output & calib. errors that would not adj. out)... Calib. LOC and VOR to mfg's spec's ... Tested/Aligned G.S. on all channels... Tore down meter Assy cleaned, replaced bezel gasket... Reinstalled Meter Assy. in housing w/ L-R meter vertical... Reassembled & final tested good. Installed KX-170B and indicator in aircraft same P/N's and S/N's. Ops checks good.</p> <p>Troubleshoot Glideslope system. Found Antenna connector corroded and cracked. Replaced connector. Ops checks normal</p> <p>Performed Compass swing. Compass checks good. Installed Compass Correction card in aircraft.</p>			
 Dennis F. Sorber Dallas Aircraft Services CRS D0FR289Y			
Carry Forward			

SCAN/IMAGE: Airframe-57

and Remarks

R) I certify that the altimeter(s), Static systems and the Automatic Pressure Altitude Reporting System checks, as required by FAR 91.411, have been performed and found to comply with FAR 43 App. E Para. "a" & "c"

DAS WO# 25606A

Altimeter Tested By DFW INST. CRS DZMR112L

To 35 K ft on WO # 10232

Encoder P/N AT3000 S/N 4620

Pit. Alt. P/N 5934PA-1 S/N 12665

Cplt. Alt. P/N — S/N —

Dallas Aircraft Services
CRS# D0FR289Y

Signed *[Signature]*
Date 12-13-02

ertificate No.

I certify that the Transponder systems were checked, as required by FAR 91.413, and found to comply with FAR 43 App. F Para. a, b, c & d

XPNDR #1 P/N 066-1034-00 S/N 1506

XPNDR #2 P/N — S/N —

Dallas Aircraft Services
CRS D0FR289Y

Signed *[Signature]*
Date 12-13-02

SCAN/IMAGE: Airframe-58

and Remarks

R) I certify that the altimeter(s), Static systems and the Automatic Pressure Altitude Reporting System checks, as required by FAR 91.411, have been performed and found to comply with FAR 43 App. E Para. "a" & "c"

DAS WO# 25606A

Altimeter Tested By DFW INST. CRS DZMR112L

To 35 K ft on WO # 10232

Encoder P/N AT3000 S/N 4620

Pit. Alt. P/N 5934PA-1 S/N 12665

Cplt. Alt. P/N - S/N -

Dallas Aircraft Services
CRS# D0FR289Y

Signed *[Signature]*
Date 12-13-02

ertificate No.

I certify that the Transponder systems were checked, as required by FAR 91.413, and found to comply with FAR 43 App. F Para. a, b, c & d

XPNDR #1 P/N 066-1034-00 S/N 1506

XPNDR #2 P/N - S/N -

Dallas Aircraft Services
CRS D0FR289Y

Signed *[Signature]*
Date 12-13-02

SCAN/IMAGE: Airframe-59

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10/29/03	Brought Forward →	1848.7		I certify that this <u>AIRCRAFT</u> has been inspected in accordance with an <u>Annual</u> inspection and was found to be in an air-worthy condition. James R. Flata IA 1920783 A&P <i>James R. Flata</i>

Removed ARNAV R-20 s/n 21138, preamp, and antenna. Installed Bendix King KMD-150 s/n 27100710 and antenna. Unit was installed in radio panel provided by Piper in accordance with manufacturer installation manual. Removed Piper clock and installed Davtron 803 multifunction clock in instrument panel in accordance with manufacturers installation manual. Weight and Balance revised as of this date to reflect installation of KMD-150 and Davtron clock. Removed heated pitot, sent to Air Parts of Lock Haven for rebuild per work order 021584. Yellow tag in log book. Reinstalled heated pitot per Piper Maintenance manual and tested OK. Complied with AD 96-10-03 with instructions provided in Piper S/B 965. Tested flap handle OK. Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Replaced nose landing gear upper attach bolts with ANG-25. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

10/29/03

SCAN/IMAGE: Airframe-60

Date <u>10/30/04</u> Registration No. _____		
and Remarks <u>Total Time 1894.3</u>	Signature	Certificate No.

Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Serviced and lubricated trim system worm gear. Checked for compliance with all AD's. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

I certify that this AIRCRAFT
 has been inspected in accordance
 with an ANNUAL inspection
 and was found to be in an air-
 worthy condition. James R. Haga
 IA 1920783 A&P James R. Haga

SCAN/IMAGE: Airframe-61

Registration No. _____

and Remarks

Checked all AD's for compliance. Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Checked stabilator spool gear for wear and proper rigging. Lubricated stabilator gear. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

I certify that this AIRCRAFT
has been inspected in accordance
with an ANNUAL inspection
and was found to be in an air-
worthy condition. James R. Haga
IA 1920783 A&P James R. Haga

Date 10/30/2005
Tach Time 1961.2

SCAN/IMAGE: Airframe-62

Date

10/30/2006

Tach Time

2005.6

Total To
Carry Forward

Checked all AD's for compliance. Repacked wheel bearings, lubricated landing gear, rod ends, and hinges. Check cable tension and rigging. Check stabilator spool gear for wear and proper rigging. Lubricated stabilator gear. Replaced vacuum system filter and vacuum regulator filter with Rapco replacement filters. Check ELT battery and function test OK. Gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition

I certify that this AIRFRAME has been inspected in accordance with an ANNUAL inspection and was found to be in an airworthy condition. James R. Haga
James R. Haga
IA 1920783 A&P

SCAN/IMAGE: Airframe-63

Aircraft Log Entry

Checked AD's for compliance. Checked cable tension and rigging. Repacked wheel bearings, lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Replaced vacuum system and vacuum regulator filters with Rapco replacement filters. Checked ELT battery and function tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Replaced tires with new Michelin tubes. Checked tire pressure. Checked all lights and probes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

I certify that this AIRCRAFT
has been inspected in accordance
with an ANNUAL inspection
and was found to be in an air-
worthy condition. James R. Haga
IA 1920783 A&P James R. Haga

10/21/2007
Tach Time
2030.2

SCAN/IMAGE: Airframe-64

Aircraft Log Entry

Date 10/30/2008 Tach Time 2069. See A.D. text for compliance. Checked cable tension and rigging. , lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Replaced vacuum system and vacuum regulator filters with Rapco replacement filters. Tested ELT per 91.207D 1234 for function, tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Checked tire pressure. Checked all lights and strobes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

 AP 003163968 IA

SCAN/IMAGE: Airframe-65

Aircraft Log Entry

Date 11/09/2009 Tach Time 2123.70 See A.D. text for compliance. Checked cable tension and rigging. , lubricated landing gear, rod ends, hinges, and stabilator spool gear. Checked stabilator spool gear for wear and proper rigging. Tested ELT per 91.207D 1234 for function, tested OK. Landing gear tested for normal and emergency operation. Serviced brakes and landing system hydraulic power pack. Checked tire pressure. Checked all lights and strobes for proper operation. I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

Steve Quinones AP 0003163968 IA



Steve Quinones AP 0003163968 IA

SCAN/IMAGE: Airframe-66

05/13/2011 Tach Time 2171.31 Aircraft Total Time 2171.31

Engine and Propeller overhauled at this time. Replaced both main tires. Set torque on all gear scissor links. Installed serviceable left main strut. Installed JMPRMSI seal kit in left main strut. Installed both bearings and races in left main wheel. Serviced left strut with MIL-5606 hydraulic fluid and air. Installed new battery model RG-35A. Checked electrical system. Removed nose strut. Replaced trunion with serviceable 67054-803, tube 67148-00, and lower strut 67037-006. Resealed strut and serviced with MIL-5606 hydraulic fluid. Reinstalled nose strut and rigged as needed. Removed engine mount, cleaned, inspected, and painted. Reinstalled mount with new bolts. Checked cables, pulleys, and brackets. Function checked all controls. Serviced Hydraulic reservoir. Performed gear retraction and emergency extension check. Both functions checked good. Complied with AD 74-18-05 Fuel nozzle line during overhaul. Complied with AD 81-13-10R1 Oil pump drive gear by setting torque during overhaul. Complied with AD 92-04-09 rocker arm shaft hold down studs by setting torque during overhaul. Complied with AD 95-08-10 by installing new 641068 turbocharger outlet check valve. Complied with AD 97-26-17 by installing new 653129 crankshaft serial number N09LA018. Complied with AD 00-23-21 by installing new 653129 crankshaft serial number N09LA018. AD 84-26-02 due at tach time 2569.0 I certify that the aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Alton Northrup
IA2030281

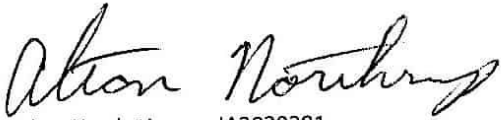
SCAN/IMAGE: Airframe-67

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
5/7/2012	Brought Forward →	TACH 2220.75		CHECKED ELECTRICAL SYSTEM - CHECKED CONTROLS - PERFORMED GEAR RETRACT AND EMERGENCY EXTENSION, BOTH CHECKED GOOD - CHECKED FLT PER 91.207D, CHECKED GOOD - I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION - <i>Alton North</i> AP2030281

SCAN/IMAGE: Airframe-68

10/30/2012 Aircraft Log Tach Time 2241.92

Aircraft Total Time 2241.92. Checked battery and electrical system. Checked controls, cables, pulleys, and brackets. Performed gear retract and emergency extension. Both checked OK. Lubed landing gear, checked wheels and brakes. Serviced brake reservoir. Installed new Emergency Locating Transmitter Model ACK E-04 Serial number 5516 . Tested the unit per 91.2007. Battery expires 7/2017. I certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.



Alton Northrup
Alton Northrup IA2030281

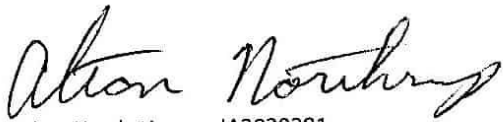
11/06/2013 Tach Time 2290.78 Aircraft Total Time 2290.78

Checked battery and electrical system. Checked all cables and controls. Repaired CHT lead . Checked ELT ACK-E-04 s/n 005516 per 91.207(d). Battery expires July 20,2017. Performed gear retract and emergency extension check. Both checked good. Serviced hydraulic reservoir with fluid. Checked brakes and serviced brake reservoir with fluid. Adjust rudder cable tension per service manual. Complied with AD 13-02-13 per Piper service bulletin 1245A. Adjusted cable tension per service manual. AD 84-26-02 due at tach time 2069.0. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

SCAN/IMAGE: Airframe-69

10/30/2012 Aircraft Log Tach Time 2241.92

Aircraft Total Time 2241.92. Checked battery and electrical system. Checked controls, cables, pulleys, and brackets. Performed gear retract and emergency extension. Both checked OK. Lubed landing gear, checked wheels and brakes. Serviced brake reservoir. Installed new Emergency Locating Transmitter Model ACK E-04 Serial number 5516 . Tested the unit per 91.2007. Battery expires 7/2017. I certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.



Alton Northrup
Alton Northrup IA2030281

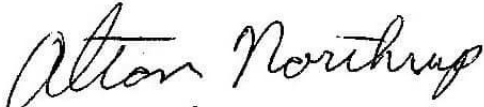
11/06/2013 Tach Time 2290.78 Aircraft Total Time 2290.78

Checked battery and electrical system. Checked all cables and controls. Repaired CHT lead . Checked ELT ACK-E-04 s/n 005516 per 91.207(d). Battery expires July 20,2017. Performed gear retract and emergency extension check. Both checked good. Serviced hydraulic reservoir with fluid. Checked brakes and serviced brake reservoir with fluid. Adjust rudder cable tension per service manual. Complied with AD 13-02-13 per Piper service bulletin 1245A. Adjusted cable tension per service manual. AD 84-26-02 due at tach time 2069.0. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

SCAN/IMAGE: Airframe-70

11/6/2014 Tach Time 2326.70

Checked battery and electrical system. Installed new terminal on CHT lead at probe. Performed gear retract and emergency extension. Checked cables, pulleys, and brackets. Replaced both long brake flex hoses under the panel . Replaced both main gear flex hoses. Replaced both short flex hoses on main gear retract cylinders. Checked ELT ACT model E-04 s/n 05516 per 91.270 (d). Battery expires July 2017. Bleed brakes and checked wheel bearings. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.



Alton Northrup IA2030281

SCAN/IMAGE: Airframe-71

11/17/2017 Tach 2421.19 Total Time 2421.19

Checked all cables and pulleys. Checked wheel bearings and brakes. Serviced brakes reservoir with MilSpec 5606 Hydraulic fluid. Installed new O-Rings in the right brake cylinder. Bleed brakes. Performed gear retraction and emergency extension. Both checked good. Installed new RAGU-5-1 vacuum regulator filter and RAD 9-18-4 vacuum relief filter. Cleaned and installed new 4G2-080 gasket on fuel screen. Checked B.T per 91.2070 battery as per DTI 2019. Lubed aircraft as needed. ADR-26-02 due at Tach Time 2560.0. Airframe inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Alton Northrup

W000081

11/17/2017 Tach 2421.19 Total Time 2421.19 SMOH 249.88

Changed oil and filter. Serviced with 7 pts of Aeroshell SW50 and Champion 48108 filter. Installed new H4-1011-030 exhaust tailpipe. Checked and cleaned spark plugs. Compression check 1-70, 2-66, 3-62, 4-60, 5-60, 6-66. Checked engine controls. Engine test run and checked ok for return to service. I certify that this engine has been inspected in accordance with a 100hr inspection and was determined to be in airworthy condition.

Alton Northrup

W000081

11/17/2017 Tach 2421.19 Total Time 2421.19 SMOH 249.88

I certify that this prop has been inspected in accordance to a 100hr inspection and has been determined to be in airworthy condition.

Alton Northrup

W000081

SCAN/IMAGE: Airframe-72

03/02/2020 Tach 2482.09 Total Time 2587.09

Checked electrical system. Checked all cables, pulleys and brackets. Adjusted aileron cable tension. Replaced both main landing tires with new Gply tires. Checked wheel bearings and brakes. Serviced brakes reservoir with MILSPEC 500G Hydraulic fluid. Performed gear retraction and emergency extension. Both checked good. Checked CLT per 91.2070 battery expires 02/2023. Lubed aircraft as needed AD 98-36-02 due at Tach Time 2560.0. Airframe inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Alton Northrup
JA 20303, 81

Alton Northrup
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