

AIRCRAFT LOG

BOOK 1



PIPER AIRCRAFT CORPORATION

204271

AIRCRAFT LOG

PIPER AIRCRAFT CORPORATION

General Offices at
Lock Haven, Pennsylvania
U. S. A.

N 53 65 P

Aircraft
Registration Number

Part No. 230 715

AIRCRAFT DESCRIPTION

Registration No. N5365PModel: PA-24-250 Popular Name: COMANCHESerial No.: 24-414 Type Certificate No.: 1A15Colors: WHITE BLACK AND RED TRIMEngine Manufacturer: LYCOMING Propeller Manufacturer: HARTZELLOriginal Engine Model: O-540-A1A5 Original Propeller Model: HC 82 XK-1DSerial Numbers: Single ~~L-415-40~~ Hub or Serial Number: Single 141 G

NEW

L-1397-40

Left _____

Right _____

Right _____

Eng S/H O/H = Tach Time - 1,043 hours

Blade Numbers

Left

Right

A-733A-727

COMPLIANCE WITH MANUFACTURER'S SERVICE BULLETINS AND LETTERS

[illegible]

COMPLIANCE WITH MANUFACTURER'S SERVICE BULLETINS AND LETTERS

[illegible]

PROPELLER

Date Overhauled	Hub Serial No.	Work Done
6/24/71		Pitot-Static system cleared at annual; not checked for IFR
6/21/71		New Ignition harness installed
		New generator belt.
11-23-71		^{SN 17HP6} MK5 (NARCO 180 NAV-COMM) repaired and
		calibrated & freq checked OK; by ^{Gibbs Flying School} Radio Repair #4750

Registration No. N5365P

and Remarks	Signature	Certificate No.
June 31, 1971. Annual inspection. Jack 1961 bus. Aircraft checked by checking wings, fuselage, tail, gear, controls, all points of attachment. Checked boots of boots for AD's. Retraction check done on gear. Gear greased. Removed right gear door. Lubrication and on door control. Checked electrical system & Hydraulic system.		

I certify that this aircraft has been inspected in accordance with an Annual inspection on 6-21-71 and was determined to be in airworthy condition. All AD Bulletins thru _____ complied with

Charles L. Thompson FA545044
 Authorized Signature Number

July 7 Big installed 2 new tires and tubes (Nose and Left Main)

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
9 Sept, 72	PMI Brought Forward →	Remote unit rebuilt by Western Aviation and installed; D1D		
23 Feb/73	(Stokes Fluid)	New fluid and seals installed in Mag Compressor D1D		
24 Feb 73		installed new ADF loop wire antenna from cabin to fin		
Feb 73		installed new upholstery and painted inside dash; checked both materials used for Fire Resistance and Flash Resistance per FAA Safety Standard 453 Donald 1 Dill-More		
Feb 26 73		Overhauled prop by Coast A/C of MYF (See Engine log entry dated 19 JAN 73)		Tach Time 2002.2
Feb 73		Zinc Chromated inside of upper lower engine cowls and painted outside.		
Total To Carry Forward				

Registration No. ~~N 5365P~~ N 5365P

Date

and Remarks		Signature	Certificate No.
Feb 73	Replaced Stabilator tips		
	Repaired wire F3F-Stall Warning		
	Replaced Cigar lighter fuse and installed new		
	crimp spade pin at lighter connection.		
	Installed ".020" shim in Stab Trim Jack Screw housing		
	to remove slack.		
	Ground -.010", chromed and reground to standard		
	(1.749") right main gear oleo strut		(PSA-Cert No) (FAA)
	Installed 1/0 Main cable wire		
Feb 73	Painted inner and outer spinner.		
	Vacuumed under floor area		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Feb 73	Brought Forward →			
	Installed new flap operating handle boot.			
	Installed left and right nose wheel steering op rod boots			
	Re-Zinc Chromated fuselage cabin - baggage area			
3/4/73			2002.2	c/w AD 72-22-5 by
				installing balance counterweight
				c/w AD 72-6-5 by setter
				wiring Throttle arm &
Total To Carry Forward				screw, Jack Plane & retract gear. E.C.W. Jr.

Registration No. N536SP

and Remarks

Signature

Certificate No.

NATIONAL AIR COLLEGE
I CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED IN ACCORDANCE
WITH ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AIR-
WORTHY CONDITION. TT2002.2

SIGNED E.C. Watson Jr.

DATE 3/4/73 a & P 11/79 IA.

On 3/4/73 I examined
The Logs & found entries
showing compliance with
all applicable AD to date (3/4/73)
5/17/78 E.C. Watson Jr.

3/31/73 Swung compass and made card. Checked
RMI in the air. Checked both VOR's receiver
accuracies over Poway, Calif using OCN, JLI & SAN Vortacs.
Mark 5 (left) accurate $\pm 3^\circ$, all quadrants and Mark 12 (right) $\pm 1^\circ$, all
quadrants
Dm Dill-Mou

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
12/24/74	Changed Oil at	2034.45 hrs		
3/7/74	" "	2066.38 hrs		Dm Dill-More
Total To Carry Forward				

Registration No. N5365 P

[illegible]

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
5/15/74	Brought Forward → (Piston Pin Checks)	2072	2677	
5-15-74	AD 73-23-01 received -			n/a this A/C Engine SN.
5-15-74	Piper Service letter 667			(Stabilator Attach Bolts) NA 5365P - AN 174-C32 already installed
5-15-74	" " "	650		(Ldg Gear & Flap Transmission) NA
5-15-74	" " Bulletin 411A			(Stabilator Bearing Play) complied with 5-13-74 AD P AD 68-13-3 Inspect. PW Wgng, 11179.
7-12-74	" " Letter	696		Control (S,R) balance - n/a
7-15-74	" " Letter	697		
4-30-77	AD 68-13-3			APPROVED REPAIR STATION IA 157C # 68-17 NAC
Total To Carry Forward				

Registration No. N536SP

and Remarks

Signature

Certificate No.

5/15/74

I certify that this aircraft has been

~~engine~~

inspected in accordance with an Annual

100-Hour ☐ inspection and determined to

be in airworthy condition. Total time 2072

EWatson Jr 11179 IA

SIGNATURE

A & E NUMBER

Cleaned and as built painted battery box

cleaned 4 fuel screens.

Top overhauled #3 cylinder (chrome with $\frac{1}{2}$ " exh. valve)

Registration No. 5365P

and Remarks	Signature	Certificate No.
APPROVED REPAIR STATION # 463-17 NATIONAL AIR COLLEGE I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIR- WORTHY CONDITION. SIGNED: <u>[Signature]</u> DATE <u>9/11/75</u> <u>2006316</u>		
TT 2112.0 National Air College Purchased 5365P 9/11/75		

Registration No. N5365P

and Remarks

Signature

Certificate No.

APPROVED REPAIR STATION
463-17

NATIONAL AIR COLLEGE
I CERTIFY THAT THIS AIRCRAFT HAS
BEEN INSPECTED IN ACCORDANCE
WITH ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AIR-
WORTHY CONDITION.

SIGNED

Thy madanaga

DATE

4/30/77 *W O. 137*

TT 2121.0

list of A.D. attached to log book

stripped & painted

APPROVED REPAIR STATION

463-17

Thy's madanaga

Registration No. _____

and Remarks

Signature

Certificate No.

July 16 1979 installed overhauled Lycoming
O-540 A1A5 engine SN L1397-40 in this
aircraft new Aeroquip hoses on oil cooler
installed also alternator kit as per
ther 57C and instruction manual on
work order 19176 at Speders Aircraft Ser.
FAA repair station 414-2

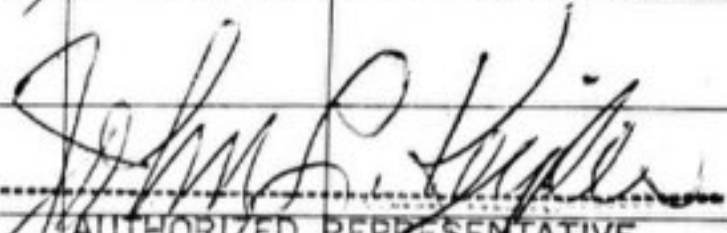
Ken H. Johnson

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
8-28-86	INSTALLED		KX-155, KI-205, KMA-12	
	PUR MAN. PRINTS + DRAWINGS		SEE	
	WEIGHT + BALANCE		THIS DATE FOR	
	LOADING INFORMATION.			
	GARY L. MORRIS	23475001	R.S. 364-78	
Total To Carry Forward				

AIRCRAFT LOG *N5365P*

N 5365P

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
12-2-75	tac time 2115.9		installed a collins transponder in radio rack on copilots side. Transponder mounted I/A/W/ Collins installation manual. Also installed transponder ant. and replaced 3Lt. MKA ant. with enclosed type. See weight & Balance revision this date	
	Signature 		AUTHORIZED REPRESENTATIVE CROWN AIR, INC.	
	3753 John J. Montgomery Dr. San Diego, Calif. 92123		FAA Approved Repair Station	
	WO # 6363		# 4826	
	5365P		Purchased by Kenneth J. Kopecky, 753, 15 th St San Diego Calif. on 11/8/75	
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

I certify that this AIRCRAFT
has been inspected in accordance with a ANNUAL inspection and was determined to be in Airworthy Condition.

Signature Dean Hennis

License No. Inspector

Date 6-21-78 Tach. Hours 2121.4

Hours Total Time 2121.4

COAST AIRCRAFT SALES, INC.

Repair Station #414-1 San Diego, California

PITOT CK Due 6-80
ELT BATT Due 6-81

RT Wing has been changed By
Persons unknown This installation
has been inspected and found
to be properly accomplished.
New Brake Discs & Linings
Boost Pumps, Nose & Main Shock
Tubes, Landing gear Actuator
Motor, Bushing & Bolts as required
For gear AD #77-13-21, Overhauled
Airspeed & Altimeter installed
& Pitot OK Complied with Per 91.170
See AD List in Back of this Book

5365P sold to Ronald D. Hoffer
5550 Kearny Mesa Road
San Diego, Calif. on 20 June 1978

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	The ATC Transponder tests and inspections required by FAR 91.177 were performed on this date and found to comply with FAR 43 Appendix F. Details of this inspection are on file at this Repair Station under W.U. <u>18044</u> ATC Transponder <u>TDR-950</u> S. r. No. <u>1348</u> Date <u>7-12-78</u> <u>E. Schmidt</u> Signature SPIDERS AIRCRAFT SERVICE FAA Repair Station 414-2 Montgomery Field San Diego, Ca.			
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	I certify that this AIRCRAFT			
	has been inspected in accordance with a _____			
	to be in Airworthiness condition and was determined			
	Signature <i>Donald A. Ensign</i>			ENGINE OVER Hauled &
	License No. <i>Inspector</i>			INSTALLED AT THIS TIME
	Date <i>8-13-77</i>	Tach. Hours <i>2201</i>		REPLACED GEAR BUNGERS
	Hours Total <i>2201</i>			TO Comply AD 77-13-21
	COAST AIRCRAFT SALES, INC.			PART B.
	Repair Station #4111 San Diego, California			
	<i>W.D 5718</i>			
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
I certify that this <u>AIRCRAFT</u>		
has been inspected in accordance with a <u>Annual</u>	Complied with A.D	
inspection and was determined to be in <u>Good</u> Condition.	75-12-06 ON FIN, SPAR	
Signature <u>[Signature]</u>	ATTACHMENT # 76-07-12	
License No. <u>INSPECTOR</u>	ON BENDIX SWITCHES	
Date <u>9-8-80</u> Total Hours <u>2295</u>	SEE A.D SUMMARY IN	
Hours Total Time <u>2295</u>	REAR of book.	
COAST AIRCRAFT SALES, INC.		
Repair Station #414-1 San Diego, California		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
1-13-82				Replaced ELT Batt. Installed new seat belts in compliance with FAR's Repaired static line tee at rear bulkhead if fuselage. Run & check gear system OK.
"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION." TACH. READS <u>2297.78</u> TOTAL TIME <u>2297.78</u> DATE <u>1-13-82</u> A & P # <u>1449019</u> NAME <u>Tim Woodman</u> <u>See AD note list in Red folder & back of log book</u> "I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 hr.</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION." TACH. READS <u>2297.78</u> TOTAL TIME <u>2297.78</u> DATE <u>1-13-82</u> A & P # <u>561081431</u> NAME <u>Roger A. Cuts</u>				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
12-13-84 TAC Reads 2308⁶⁶ - ANNUAL INSPECTION COMPLETED - A/C PLACED ON JACKS & RETRACTION CHECK PAN - CLEANED & LUB'D LG. GEAR & WHEEL BEARINGS - CHECKED CABIN HEATER MUFFLER, ELECTRICAL, DATE 12-13-84 FUEL, CONTROL, LG. GEAR, & WING FLAP SYSTEMS. CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL (EXP DATE SEPT 87) - BLEED BRAKES - REPLACED AIR FILTER IN AIRWORK - IN CONDITION. FOR WORK & REPAIRED MAG. COMPASS - REPLACED ALL 3 TIRES (6 IN AIRWORK) - PERFORMED SEE WORK ORDER # 2439 (6PLY) - INFLATED SHOCK STRUTS - REPLACED ONE BULB IN AIRCRAFT FILES. TOTAL TIME 2308.66 Pos. Beacon - Complied with the following AD'S: TACH. TIME 2308⁶⁶ AD 76-07-12 (39-3924) FUNCTIONAL CK OF MAG SWITCH - OK AD 75-12-06 (39-2227) Insp on FWD RIN STRAPS (in 100 hrs) AD 77-13-21 (39-3093) REPLACED LG. GEAR BUNGEE CORDS AD 78-05-06 (39-3249) GOODYEAR FUEL CELLS N/A (HOS UNRECOGN) AD 82-19-01 (39-4474) Insp on WING SPAR CAPS (in 100 hrs) AD 83-19-03 (39-4730) Insp on Lower wing SPAR CAP AD'S CHECKED THRU 84-23 TO DATE (SEE YELLOW SHEET IN FOLDER) [NOTE AD 68-19-04 (39-868) SHOT PEEN ON PROP BLADES DUE AT 3002.2 hrs]	<i>[Signature]</i> 1A1087559 GRAYSON FLYING SERVICE, INC. STOCKTON, TEXAS 75091-0668	
5365 P SOLD TO EZELL & ALBERTA GOODWIN ON 11 FEB 1985 1402 E S. High ST STOCKTON, MO 65785		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
5-30-85	Brought Forward →		2320.02	REPAINTED AIRCRAFT WITH DuPont IMRON WHITE (817U), BLACK (99U) AND GOLD (44468UH); INSTALLED NEW WING ROOT SEAL; REPLACED LH BRAKE PADS; SPLICED WIRES IN RH WHEEL WELL TO REPAIR LDG GEAR DOWN LIGHT SYSTEM; ADJUSTED LDG GEAR WARNING HORN SWITCH. Sydney Buff AP 492601999
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
5-31-85	Tach Reads	2321.0		REMOVED KY 95, K5501A, INSTALLED ARNAV 21 LOCARS, 1 GARCO ADP 21A, AND RSU1010 NEW EMPTY WEIGHT 1717.9 EMPTY WEIGHT CG 82.89 NEW USEFUL LOAD 1282.5
Total To Carry Forward				

Registration No. _____

[illegible]

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
Dec 1, 1985	Tach reads 25 63.80		Removed prop	
	and sent to Air Capital Propeller Inc		for Compliance of prop A. D.	
	See Maintenance release log. Made map		on lower spar caps - A D 83-19-03	
	and A D 82-19-01 - Dye Checked O.K.		Made major alteration on Brake discs	
	SA 108 NE by removing Piper PN 751672		and installing W.C. Roberts part PN 154-10	
Total To Carry Forward			Installed Chrome Disc on Brakes.	

Registration No. _____

and Remarks

Signature

Certificate No.

Rare gear/retraction-check emergency procedure
inspect Airframe & lubed all controls and
land gear. Install new brake shoes.
See 337 this date & chrome Discs

I certify that this aircraft has been
inspected in accordance with an annual
inspection and was determined to be
in an airworthy condition.

R. L. Laudeman 1-A 1329591

12/1/85 TACH reads 2363.80

Inspected Landing gear Bungees

Re-Installed Propeller, Installed new certified

Altimeter, Airspeed Indicator & manifold Pressure Gauge.

R. L. Laudeman 1-A 1329591

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-10-86	Brought Forward →		2374.26	Installed Westach 6 probe
	EGT System; see Form 337			Sydney Bay 1A 492601999
5-1-86			2386.01	Changed oil Phillips XCII Ezell ^{owner}
5-20-86			2390.20	Installed new landing lights lens, Installed new heavy side glass and one piece windshield See Form 337, Changed oil + Filter Phillips 20-50 XCII, Installed new Tach. old
Total To Carry Forward				

and Remarks	Signature	Certificate No.
TACH Reads 2390.20, New TACH Reads 0 hours.		
Installed new communication antenna. Neglect wt Charge. R.K. Landman 1-A 132959/		
8-4-86 Tach 3.25 Installed choke type door latch. This installation considered to be a minor alteration		
5 ^{TC} 517-2549CE obtained at a later date on this mod. Exact installation.	Robert A. Wells FXP2001550	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
8-28-86	INSTALLED KX-155, KI-208, KMA-12 P/W MAN. PRINTER & DRAWINGS SEE WEIGHT & BALANCE THIS DATE FOR LOADING. Gary L Monir 2347550 R.S. 364-78			
Dec 1, 1986	TAC Reads 44.52 Inspected lower spar for cracks, Ran retraction test & checked bungee cords lubed all fittings, checked cable tension. Annual inspection completed this date.			
Total To Carry Forward				

and Remarks

Signature

Certificate No.

Certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition.

R L Landman 1-A1329591

12-1-87 test reads 66.00 Ran gear retract
ground gear, did manual extension and reinstalled
jack screw. Inspect gas tanks for leaks, Dye
checked lower spar Caps AD 32-19-01. inspected
airframe & Controls. E L T bat expired
continued next page

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
FAR 91.171 altimeter does not requirements for IFR flight. - Transponder does not meet requirements for IFR flight as per FAR 91 91.172 I certify this aircraft has been insp in accordance with an annual inspection and was determined to be in an airworthy condition. R. L. Faudeman 1-A1329591				
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

3-4-91 tach reads 68.3 hrs - 2458.50 T.T.
on A.C. See back page for listing of A.D.
Install new bumper cord on load gear.
Inspect airframe, controls, cables and pushpull
Controls:

I certify that this aircraft has been
inspected in accordance with an annual
inspection and was determined to be
in an airworthy condition.

P L Laudeman

FA 1329591



Air Plains Services

Wellington Airport

Wellington, KS 67152

CRS # MNYR085K

AIRFRAME LOG

Work Order #: 91112, 91125,
N#: 5365P 911218

Tach: 0075.6

Date: 01-07-92

Flap bearings and uplock latch lubricated. R-21 Loran and ADF 31A navigational systems removed. KX155 removed from RH panel and installed LH panel. Apollo Flybuddy Loran system installed LH panel. Adjusted propeller governor for takeoff RPM IAW Comanche maintenance manual. Installed new brake linings and limit pins. Installed new push-to-talk switches and rewired. Installed Vernier type mixture cable. Installed encoder. Removed FOD from Carburetor air box and carb. Installed avionics master switch. Static system leakage repaired and in compliance with FAR 91.411 p(A)(2). Installed new brake cable. Installed King KR86 ADF system. Installed Narco DME890 system. Note FAA form 337 dated 02-24-92. Aircraft test flown and inspected after completion of all maintenance, ops check on repaired/replaced/installed components satisfactory and approved for return to service. New weight and balance figures listed below. END.

This AIRFRAME was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed

[Signature] CRS MNYR085K Inspector

aintenance

AIR PLAINS SERVICES CORP.

P.O. BOX 541

WELLINGTON, KS 67152

Tach 91.6.	02/24/92	Removed Autopilot system this date -
		aircraft weight & balance info updated,
		See following pages END
Total To Carry Forward		<i>[Signature]</i> CRS MNYR085K

Registration No. _____

and Remarks

Signature

Certificate No.



Air Plains Services

Wellington Airport
Wellington, KS 67152
CRS # MNYR085K

Work Order #: 920215

N#: 5365P

Tach: 91.6

Date: 2/24/92

Aircraft Total Time: 2486.3

Aircraft Weighed following installation of the following
Apollo 899 Loran, King KR86 ADF, King KN64 DME, Transcal SSD120
Encoder. Removed the following Arnav 21 Loran, Narco ADF 31.

Aircraft Empty Weight 1800.00 lbs

Aircraft Useful Load 1000.00 lbs

Aircraft Empty Weight C.G. 82.96 In.

This Aircraft was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed

[Signature]

Inspector

Airborne

Air Filter Change Reminder

Changed at:

103.2 Hrs.

Next Change:

603.2 Hrs.

3-11-92 Date

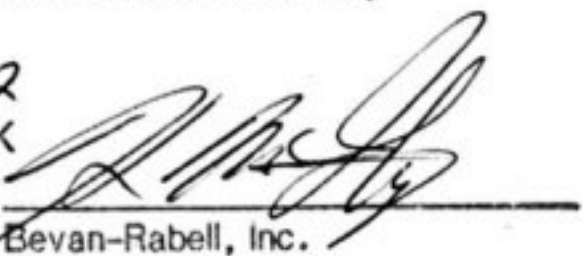


AIRCRAFT LOG

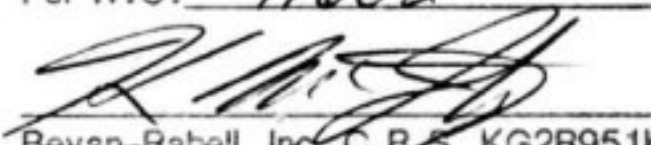
Date

Maintenance

This Aircraft's Transponder, Make Collins
Model TDK950 S/N 1348; Altitude Encoder
Make TCI Model SSD120 S/N 530289
has been inspected and complies with the
requirements of FAR 91.413 and FAR 43,
Appendix F.
Date: 2/19/92
C.R.S. KG2R951K


Bevan-Rabell, Inc.

The Altimeter and Static system tests
required by FAR 91.411/FAR 43, Appendix E
have been performed this date 2/19/92
Altimeter S/N 2182 Certified this
date 2/19/92 By Bevan Rabell, Inc.
Per W.O. 11602


Bevan-Rabell, Inc. C.R.S. KG2R951K



Air Plains Services
Wellington Airport
Wellington, KS 67152
CRS # MNYR085K

Work Order #: 920392
N#: 5365P
Tach: 103.4
Date: 03-18-92

Installed new DG. Installed new artificial horizon. Installed Bogert copper electrical cable kit IAW STC SA3531NM. See FAA form 337 dated 03-18-92. Serviced main gear oleo struts. Installed Scott OAT gage IAW Scott installation instructions. Repaired starter. Baffles repaired as needed. New shaft and bushings installed in carb air box. Aircraft test flown and inspected upon completion of all maintenance, ops check on repaired/replaced components satisfactory and approved for return to service. END.

WEIGHT & BALANCE CHG. NEGLIGIBLE.

AIRCRAFT TOTAL TIME: 2493.6

This AIRFRAME

was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed

CRSMNYR085K

Inspector

 ARTEX AIRCRAFT SUPPLIES, INC. 24368 S Skytane Dr Canby, OR 97013 (503)266-3959 800-547-8901	
LOG BOOK ENTRY	
E.L.T. BATTERY REPLACEMENT DATE	Mar. 94



Air Plains Services

Wellington Airport

Wellington, KS 67152

CRS # MNYR085K Airframe Log

Work Order #: 920334

N#: 5365P

Tach: 105.6

Date: 04-08-92

Performed ANNUAL inspection in accordance with Piper maintenance manual. Brake hydraulic cylinder serviced with new o-rings and fluid. Installed new ELT battery NEXT DUE MARCH 94. Repaired instrument panel lights as needed. Repaired wiring to stall warning horn. Installed new baffle seal as needed. Replaced scat hoses as needed. Compass swung on rose for cardinal headings, card installed in A/C. AD75-12-06 C/W by inspection (fin fwd spar) NEXT DUE 203.4. AD76-07-12 mag switches C/W by inspection NEXT DUE 203.4. END.

AIRCRAFT TOTAL TIME THIS DATE: 2495.8

DATE 04-08-92 TACH. TIME 105.6

I CERTIFY THAT THIS AIRFRAME

HAS BEEN INSPECTED IN ACCORDANCE WITH AN

ANNUAL INSPECTION WAS

DETERMINED TO BE IN AIRWORTHY CONDITION.

This AIRFRAME

was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed

CRSMNYR085K

SIGNATURE

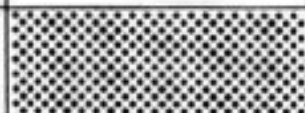
CERT. #

MNYR085K

WO # 920334

WELLINGTON, KS 67152

Total To
Carry Forward



Registration No. _____

and Remarks	Signature	Certificate No.
4-14-92 Tach 110.55 Replaced R. main fuel cell with exchange unit from Aero-Tech Service Inc. (wo# 3445). Replaced forward aux boost pump with new-PN 35-328-800.	Larry Koehn ATP	510628416



Air Plains Services
Wellington Airport
Wellington, KS 67152

CRS # MNYR085K Airframe Log

FAF: 2562.9

Work Order #: 920704

N#: 5365P

Tach: 172.7

Date: 07-01-92

Replaced RH land light bulb. Resealed windshield as needed. Repair-rotating beacon. Vac pressure set IAW Piper manual. Ops check on all repairs satisfactory and approved for return to service. END.

[Signature] INSPECTOR CRSMNYR085K

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		



Air Plains Services
 Wellington Airport
 Wellington, KS 67152
 CRS # MNYR085K

Work Order #: 920910
 N#: 5365P
 Tach: 214.0
 Date: 11-14-92

AIRFRAME LOG

Engine top overhauled this date. Repaired door stop. Secured cowl latches. Installed new alternator belt. Stop drilled misc airframe cracks. Aircraft test flown and inspected satisfactory, approved for return to service. END.

This AIRFRAME was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service.

Signed

[Signature]

MNYR085K

Inspector

Total To
Carry Forward



and Remarks

Signature

Certificate No.

5-12-1993 - I certify that This aircraft has been inspected, and is considered airworthy for a Ferry flight to Burnett TX from Harper KS. This flight is to be in accordance with stipulations listed on Ferry permit dated 5-12-93, and is to be accomplished by 05-27-93

Glenn Garner

AsP 1845033 1A

26
6-10-93 This Date Brought Forward → Total Recorder Reading Maintenance

I certify that the Altimeter System, Altitude Reporting Equipment and Static System Tests required by FAR 91.411 and the ATC Transponder System Test required by FAR 91.413 have been performed. A/C Hour Meter
 Altimeters: 2182 Date 6-10-93 Tested to 20,000 FT
 S/N S/N Date Tested to
 Automatic Pressure Reporting System Type TCI SSD 120
 S/N 30289 Date 6-10-93 Tested to 20,000 FT
 ATC Transponder
 No. 1 1348 No. 2
 Signature B. J. P. Corp. No. 2412327
 Work Order No. 7719 Date 6-10-93

PIPPEN/YORK FLYING MACHINE
 SUNRISE BEACH, TX 78643
 915 - 388-9018 FAA C.R.S. - FMZR327K

6-15-93 Revised KMA-12, TX 720. INSTRUMENT KMA 24
 And KY 97A A/C and B/L Revised. 5225337
 PWS Date:

PIPPEN/YORK FLYING MACHINE CO.
 SUNRISE BEACH, TX 78643
 915-388-9018 FAA C.R.S. - FMZR327K

Total To Carry Forward

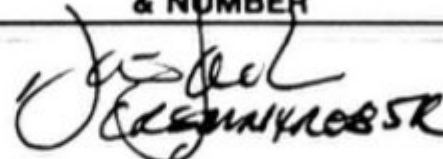
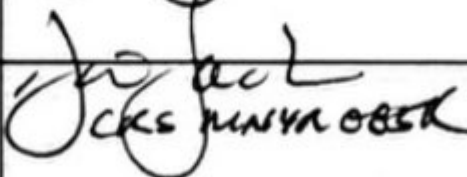
and Remarks	Signature	Certificate No.
6-15-93 Tach 332 TTAF 2722.2 Completed Inspection As Per Piper Inspection Guide. Resealed And Serviced All Three Landing Gear. Resealed Both Brake Wheel Cylinders. Replaced All Brake Linings. Rebushed Lt Main Gear Sissors And Replaced Bolts. Repaired Cracked Wheel Well Liners. Replaced Both Steering Rod Boots. Installed Dual Toe Brake System As Per STC SA 4390SW See 337. Retraction And Rigging Check Of Gear Completed. Repacked Wheel Bearings And Lubricated Landing Gear. Installed New Instrument Panel Face To Facilitate Regrouping Of Instruments For More Efficient In Flight Scanning And Center Stacking Of Avionics. See Form 337. Complied With The Following Recurring AD Notes. AD 75-12-06 ON <u>Cont</u>		

Date	This Date	Total	Recorder Reading	Maintenance
6-15-93	Brought Forward →			
Coast				Forward Fin Attack Next Due 432 Tach. AD79-20-10
				Aileron Counterweight Replaced Both Sides Next Due 432 Tach. AD75-07-12 On
				Magneto Switch Checked OK Next Due 432 Tach. Repaired Rotating Beacon.
				Repaired Both Side Cowls As Required.
				Altimeter Static Due 6-95
				Transponder Due 6-95
				ELT Battery Due 3-94
				Gear Bungee Cords Due 3-94 On 568 Tach
				Date 6-15-93 Tach. Time 332 "I certify that this <u>Biocraft</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition" DALE R. FAULKNER A&P 1993252IA <i>Dale R. Faulkner</i>
8-24-93				Tach 373.03 R&R Prop for reseal (see green
Total To Carry Forward				Tag) <i>Parrell R Tate A&P #513561430</i>

MAINTENANCE RECORD

[illegible]

MAINTENANCE RECORD

DATE 19 <u>93</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
12-28	464	5	Disassembled & cleaned fuel sumps. Installed cowl patch, (minor repair) Ops check Satisfactory. Ref W0931217	 JCS MINVA 085K
01-03	94		Installed new brake discs & linings. Resealed LH Brake. Ops check Satisfactory. Ref W0940101	 JCS MINVA 085K

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER	
	HOURS	10ths			
			Alt. Belly, engine, door, and landing gear struts Major work on nose gear Ref W.O. 93121		
			 Air Plains Services Wellington Airport Wellington, KS 67152 CRS # MNYR085K Work Order #: 940307 N#: 5365P Tach: 510.75 Date: 3/16/94 Alternator removed for repair and reinstalled. Replaced starter switch. Operational check of alternator and starter good. Alt. output voltage 14.0 volts. Replaced left nav light and lense. Removed Grimes beacon and installed Whelen Strobe. (ref FAA from 337 this date This <u>Aircraft</u> was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Signed <u>[Signature]</u> Inspector		

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
04-27	531	.1	PROP REMOVED & REINSTALLED AFTER OVERHAUL BY A/C ACCESSORIES, W.O. M00958 TULSA OK. SVC. LANDING GEAR STRUTS. REPAIRED WIRING, BELLY STROBE, ADJ. PARK BRAKE ACCORDION PER SVC. MANUAL. REMOVED OLD ELT; INSTALLED ACK ELT MODEL E-01 SER. NO. 010304. OPS CHECK ON REPAIRED/REPLACED COMPONENTS SATISFACTORY & APP. FOR RETURN TO SERVICE. END. REF FAA FORM 337 w/ TODAY'S DATE. <u>[Signature]</u> CRS MNYR085K. REF W.O. 940407	
			04-26-94 AIRFRAME N5365P. TACH TIME: 536.5. Repaired primer cable by replacing orings as necessary. Checked operation and found satisfactory. Aircraft returned to service.	
			Signed <u>[Signature]</u> John F. Regier AP 513547666. (WEBCO AIRCRAFT CO.)	

MAINTENANCE RECORD

DATE 19 <u>94</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			07-26-94 AIRFRAME N5365P. TOTAL TIME: 2985.3. TACH TIME: 595.1. Installed boost pump screen & gaskets. Packed wheel bearings. Serviced battery. Lubed jackscrews, flight controls & flap hinges. Greased gear. Replaced brake pads. Replaced lower brake hoses, bled brakes & serviced reservoir. Checked ELT battery (Expires: 01-99). Washed belly. Aired tires. Secured RH & LH aileron rod ends. Stop drilled cracks in leading edges of stabilizer tips. Secured rudder bellcrank actuation bolts. Secured RH flap actuator rod. Checked & adjusted as necessary LH aileron bellcrank cable. Corrected installation of flap return springs. Adjusted control yoke interconnect cables. Replaced lower RH wing root fuel line grommet. Removed bungee arms & inspected, found both cracked. Replaced with new heavy wall bungee arms. Installed new bungee cords per AD77-13-21. Inspected landing gear bushings & bolts per AD77-13-21 par(a). Replaced as necessary. Found both Piper PN 20825-00 main landing gear studs (swivel studs) worn beyond limits. Inspected stud shaft radius using dye penetrant. finding 1 cracked. Installed good serviceable nose gear trunion with new bushings & bolts as necessary. Replaced shimmy dampner bushing. Installed good serviceable steering bellcrank & new outer rollers. Replaced bent nose gear aligner, aligner bracket & nose gear door rod with good serviceable. Performed gear retract check & adjusted all gear switches. Adjusted gear doors as necessary. Installed missing clamp on LH brake hose. Replaced battery drain hose. Replaced damaged carb heat shrouds. Repaired muffler shroud. Replaced damaged seat tubing to airbox. Rebrushed stab trim control rod & trim tabs. Replaced broken tailcone fairing. Replaced lower brake line hoses. Cleaned & serviced strut tubes. Replaced baffle rubber & felt as necessary. Replaced fuel door gaskets. Replaced cowl fastener & socket in RH rear location. Replaced oil pressure line. Checked main fuel cells per AD69-13-03. Inspected fin forward spar per AD75-12-06 & aileron bulkheads per AD79-20-10, found airworthy. Verified has corrosion resistant bolts in stab per AD74-13-03. Inspected stab torque tube fittings per AD94-13-10, found airworthy. Performed functional test of mag switch per AD75-07-12. Verified AD68-19-04 complied with at prop overhaul (see Aircraft Accessories work order). Checked tachometer & oil pressure during runup, found both gauges to be in error. Placarded correction amounts pending gauges repair/replacement. Swung compass. Cleaned debris from inner tail section. Installed missing fiber washers on spinner. I certify that this aircraft has been inspected in accordance with a hundred hour inspection and was determined to be in an airworthy condition. AD's in AD section.	
			Signed <u>John F. Regier</u> John F. Regier AP 513547666. (WEBCO AIRCRAFT CO.)	

MAINTENANCE RECORD

DATE 19 <u>94</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			07-26-94 AIRFRAME N5365P. TACH TIME: 595.1. TOTAL TIME: 2985.31. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in air-worthy condition.	
			Signed <u>Timothy D. Wild</u> Timothy D. Wild IA 505065717	
			01-23-95 AIRFRAME N5365P. TACH TIME: 621.3. Leveled and blocked aircraft. Jigged RH wing. Removed RH main fuel cell & RH outboard third wing leading edge skin. Replaced leading edge rib at wing RH station 97 with good serviceable. Manufactured & installed replacement wing skin. Reinstalled fuel cell with all new gaskets and new finger screen. Cleaned & painted reworked wing area to match. Installed missing static wicks. Checked aircraft rigging. Test flew aircraft with no discrepancies noted. Aircraft returned to service.	
			Signed <u>John F. Regier</u> John F. Regier AP 513547666. (WEBCO AIRCRAFT CO.)	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			<i>Total: 3653.45</i> 08-25-95 AIRFRAME NS365P. TACH TIME: 663.25. Cleaned fuel screen. Cleaned boost pump filters. Packed wheel bearings. Serviced battery. Replaced LH aileron cable, aileron balance cable and turnbuckle near RH Bellcrank due to corrosion and fraying. Rigged & adjusted control cables. Lubed all flight controls & trim jackscrew. Greased gear. Adjusted landing gear and all gear doors. Brake pads OK. Washed belly. Aired tires. Lubed & adjusted prop cable. Troubleshoot inop carb temp system. Found & repaired broken 12V wire to gauge. Checked fuel gauges. Checked low reading CHT gauge & found to be incorrect unit. Replaced with rebuilt unit from Air Capital Instruments. Lubed throttle cable. Lubed & adjusted firewall mounted cabin airboxes. Replaced cabin air door vent seals. Replaced RH landing light lens. Replaced bolts & bushings in nose gear drag link, LH main gear drag link & shimmy damper. Rebuilt & serviced RH main strut. Replaced stab trim tab actuator arm bolt. Replaced engine breather hose. Corrected wiring to stall warning. Secured clamp for gear horn switch & throttle cable. Add missing gear retraction instruction placard. Repaired LH forward oil cooler support. Reinforced lower cowl at aft LH latch. Secured EGT selector switch at instrument panel. Replaced faulty EGT probes (#2/3). Repaired carb airbox. Complied with AD 68-13-03, fuel cell collapse, by inspection. Checked fuel senders. R&R, cleaned & resealed LH tip sender. Complied with AD 75-12-06, fin forward spar, by inspection. Complied with AD 79-20-10, aileron nose ribs, by inspection. Complied with AD 94-13-10, stabilator torque tube by physical inspection for looseness. I certify this aircraft has been inspected in accordance with a hundred hour inspection & was determined to be in an airworthy condition. AD's in AD section.	
			Signed <u>David W. Richardson</u> David W. Richardson AP 512669064. (WEBCO AIRCRAFT CO.)	
			08-25-95 AIRFRAME NS365P. TACH TIME: 663.25. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition	
			<u>Robert Lind IA 543669529</u>	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			12-11-95 ENGINE NS365P. TACH TIME: 684.61. Removed #3 cylinder. Replaced exhaust seat with .010 over seat. Reinstalled cylinder according to Lycoming overhaul manual. Test run engine & with satisfactory results.	
			Signed <u>David W. Richardson</u> David W. Richardson AP 512669064. (WEBCO AIRCRAFT)	
			09-06-96 AIRFRAME NS365P. TACH TIME: 732.02 TTSN: 3122.24. Cleaned fuel screen. Cleaned boost pump filters. Replaced both main tires & tubes. Aired nose tire. Packed wheel bearings. Brake pads ok. Rebuilt LH brake caliper. Serviced brake reservoir. Serviced battery. Lubed flight controls & trim jackscrew. Greased gear. ELT battery good through Jan '99. Washed belly. Replaced bulb on lower tail nav light. Secured loose electrical connection under instrument panel. Repaired broken wire on LH main gear safety switch. Replaced oil cooler hose. Installed missing pins on both flap return springs. Repaired lower cowl & lower cowl airduct inlet. Replaced both nose gear door forward hinge brackets & forward hinge. Replaced scat tube from cowl inlet to heat muff. Complied with AD 68-13-03. No obstructions to vents. Found 3 clips off on RH fuel cell & 5 clips off on LH fuel cell. Reformatted clips to provide better locking. Replaced oval cork gasket on LH cell and reinstalled cover plates with new gaskets. Replaced all cover screws with new stainless. Complied with AD 75-12-06 by inspection of fin forward spar. Complied with AD 79-20-10 by inspection of aileron nose rib area. Complied with AD 94-13-10 by inspection of stab torque tube. Complied with AD 76-07-12 by ops check. AD 95-20-07 complied with by dye penetrant inspection performed at TTSN 2985, July 1994, by Webco Aircraft (ref shop records). I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition. AD's in AD section.	
			Signed <u>Robert Lind</u> Robert W. Lind IA 543669529. (WEBCO AIRCRAFT CO.)	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			09-10-96 AIRFRAME N5365P. TACH TIME: 733.6. Jacked aircraft & troubleshot gear warning system problems. Found nose gear down switch stuck. Cleaned and repaired actuator plunger. Replaced switch terminal protector/cover.	
			Signed <u>Robert Lind</u> Robert W. Lind IA 543669529. (WEBCO AIRCRAFT CO.)	
			10-15-96 AIRFRAME N5365P. TACH TIME: 739.78. Troubleshot intermittent gear warning system failure. Found faulty throttle warning switch. Replaced & adjusted per service manual.	
			Signed <u>Robert Lind</u> Robert W. Lind IA 543669529. (WEBCO AIRCRAFT CO.)	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			7/22/97 Tachometer = 786.88 Total Time = 3177.80 Performed annual inspection. Removed R/H tip tank, removed fuel sender, repaired float, reinstalled. Lubricated propeller governor control cable. Replaced intake air filter. Cleaned fuel screen.	
			Replaced exhaust tail pipe. Cleaned blockage from pitot tube. Complied with the following AD's 77-13-a1 Paragraphs (b) & (c) Summary: Replaced main gear bungees 75-12-16 paragraph 1(b) & (c) Summary: Inspect vertical stabilizer forward spar for cracks. 79-20-10 paragraph (a) Summary: Remove ailerons and inspect nose ribs at balance weight attachment. 94-13-10 paragraph (a) (1) (2) (c) Summary: check for loose stabilator torque tube bearing support brackets. Found AD 76-07-12	
			N/A by switch part number. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.	
			<u>Richard Ala</u> AP4426289521A	

MAINTENANCE RECORD

DATE 19 <u>98</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
10/23/98			TACH 861.93 TT = 3253.85	
			Performed annual inspection in accordance with FAR 43 Appendix D. Replaced float in R/H aux fuel tank with used serviceable. Replaced engine intake airfilter.	
			Cleaned fuel and pump screens. Replaced brake back plates, pressure plates, and L/H cylinder with new. Bleed L/H brake. Replaced ELT batteries with new batteries due March 2003.	
			Replaced fuel tank access cover gaskets. Complied with ADs #	
			75-12-16 paragraph 1 (b) & (c) 68-13-03 paragraph 1 (a) & (b) & (c) 79-20-10 paragraph (a)	
			94-13-10 paragraph (a) (1) & (2) & (3) I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Richard Ala AP4426289521A	

MAINTENANCE RECORD

DATE 19 <u>99</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
2/3/00			307.84 TT TACH = 916.92	
			Performed annual inspection. Replaced engine intake airfilter BA3205 Secured stabe power wire to prevent rubbing on elevator cable.	
			Resoldered 2 wires on stall warning system. Replaced o-ring on inlet fitting of L/H brake. Cleaned fuel screens. Installed	
			remote indicator for ELT system. Complied with AD 75-12-16	
			inspected port stab. channel + Straps P 1 (b) & (c). Inspected ELT system in accordance with FAA + manufacturers guidance.	
			I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Richard Ala AP4426289521A	

MAIN

DESCRIPTION OF THE WORK PERFORMED

CERTIFICATE TYPE & NUMBER

Mark Harkman
A-P 174463123

DATE 19 00
TOTAL TIME IN SERVICE
HOURS 10ths
7:43.0

Changed engine oil and filter. Installed new CH48110 filter and 10pts Meraschell 15w 50 oil. Engine run for leak check OK.

TTAF=3388.2

11/9/00

N5365P

Removed inspection panels and fairings, inspected all cable tensions, cleaned And lubed all pulleys and flight control bearings. Performed operational inspection Of landing gear system. Cleaned and packed all wheel bearings. Installed new Seal kits in left and right main gear struts and serviced. Removed windshield, Fit and trimmed as required, reinstalled per piper service manual. Installed overhauled Heading indicator P/N RCA11A-16. Replaced 2 static wicks on stabilator. Repaired RT stabilator fairing as required. Replaced baggage door seal with new. Adjusted Lt cowl door latches as required. C/W AD# 68-13-03 by inspection, next due TTAf 3488.2. C/W AD# 77-13-21 by inspection, next due TTAf 3488.2. C/W AD# 79-20-10 by inspection, next due 3488.2. C/W AD# 94-13-10 by inspection, next due TTAf 3488.2. Reinstalled all inspection panels and fairings. All work performed IAW Piper PA 24-250 service manual, applicable chapters.

I Certify that this Aircraft has been Inspected in accordance with An Annual Inspection and was Determined in Airworthy Condition. Approved for return to Service

Air Excel, Inc.
1197 Airport Road
Boulder City, NV 89005

Langdon P. McPherson
57317069514

MAINTENANCE RECORD

DESCRIPTION OF THE WORK PERFORMED

AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER

DATE 19 01
TOTAL TIME IN SERVICE
HOURS 10ths
1001 2

Removed heading indicator, rescreamed face by Instrument Overhaul w/O# 34823, reinstalled IAW PA 24 service manual. Repaired wiring to Stall Indicator lamp. Installed Overhauled Altimeter P/N 5934P serial # B4588. Static System check required. All work performed IAW PA24-250 Service manual. Applicable chapters

Spil AD 542132716

MAINTENANCE RECORD

DATE 19	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			MAKE: Piper MODEL: PA24-250 S/N: 24-414 REG. NO: 5365P WORK ORDER: 8937-05-2001 Printed by EBS (http://www.datamedia.com) Medallion Engines, LLC 2732 Perimeter Rd. Ste 101 North Las Vegas, Nevada 89032 DATE: 6/7/2001 TTA: 3427.07 TACH: 1036.15 Airframe Entries (2) Installed M20 air/oil separator IAW STC SA02033AT... (5) Installed new egt selector switch... (6) Inspected DME antenna and coax for loose connection or corrosion... (9) Installed new throttle cable in aircraft, relocated and installed new gear warning switch. Rigged IAW manufacture's maintenance manual... (10) Repaired loose rivets on exhaust shroud and reinstalled... DATE: 6/7/2001 SIGNED: <i>James Bennett</i> 741653515 WORK ORDER: 8937-05-2001	

MAINTENANCE RECORD

DATE 19	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER																																																																																				
	HOURS	10ths																																																																																						
			I certify that the ATC Transponder Model <u>Collins TDR 950</u> S/N <u>1348</u> as installed in this aircraft has been tested as required by FAR and meets the requirements of Part 43 Appendix F for Class operation. W.O. <u>12069</u> Bondurant Avionics, INC Phone: (622) 895-2297 FAA REPAIR STATION #SU4R531M Authorized Signature: <i>[Signature]</i> Nov 21																																																																																					
			Date: <u>Nov 21, 2001</u> Altimeter and Static System Tests performed to comply with FAR 43.11 Altitude has been tested to: BONDURANT AVIONICS INC 11299 AIRPORT ROAD OLIVE BRANCH MS 38654 REPAIR STATION #SU4R531M 662-895-2297 ALTIMETER AND STATIC SYSTEM TEST AND INSPECTION IN ACCORDANCE WITH FAR 43, APPENDIX E W.O. <u>12069</u> <i>[Signature]</i> Altitude Manufacturer <u>Garmin</u> <i>[Signature]</i> Altitude Model <u>9340</u> <i>[Signature]</i> Altitude S/N <u>8058</u> <i>[Signature]</i> <table border="1"> <thead> <tr> <th>Altitude</th> <th>Test</th> <th>Scale Error</th> <th>Position</th> <th>Altitude</th> <th>Test</th> <th>Scale Error</th> </tr> </thead> <tbody> <tr><td>1,000</td><td>120</td><td></td><td>Altitude</td><td>1,000</td><td>1704</td><td></td></tr> <tr><td>0</td><td>20</td><td>0</td><td></td><td>2,000</td><td>70</td><td></td></tr> <tr><td>500</td><td>20</td><td>0</td><td></td><td>3,000</td><td>70</td><td></td></tr> <tr><td>1,000</td><td>20</td><td>0</td><td></td><td>4,000</td><td>70</td><td></td></tr> <tr><td>1,500</td><td>20</td><td>+5</td><td></td><td>5,000</td><td>70</td><td></td></tr> <tr><td>2,000</td><td>30</td><td>+10</td><td></td><td>10,000</td><td>80</td><td></td></tr> <tr><td>3,000</td><td>30</td><td>+10</td><td></td><td>15,000</td><td>80</td><td></td></tr> <tr><td>4,000</td><td>15</td><td>+20</td><td></td><td>20,000</td><td>130</td><td></td></tr> <tr><td>5,000</td><td>10</td><td>+10</td><td></td><td>25,000</td><td>130</td><td></td></tr> <tr><td>6,000</td><td>10</td><td>+10</td><td></td><td>30,000</td><td>130</td><td></td></tr> <tr><td>7,000</td><td>10</td><td>+10</td><td></td><td></td><td></td><td></td></tr> </tbody> </table> Make & Model <u>Garmin</u> <u>SSD 120</u> S/N <u>30251</u> W/O <u>12069</u> Signature: <i>[Signature]</i> Bondurant Avionics, Inc. Metro Airport 11299 Airport Rd. Olive Branch, MS 38654 Phone: (662) 895-2297 FAA Repair Station #SU4R531M	Altitude	Test	Scale Error	Position	Altitude	Test	Scale Error	1,000	120		Altitude	1,000	1704		0	20	0		2,000	70		500	20	0		3,000	70		1,000	20	0		4,000	70		1,500	20	+5		5,000	70		2,000	30	+10		10,000	80		3,000	30	+10		15,000	80		4,000	15	+20		20,000	130		5,000	10	+10		25,000	130		6,000	10	+10		30,000	130		7,000	10	+10					
Altitude	Test	Scale Error	Position	Altitude	Test	Scale Error																																																																																		
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MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			This Aircraft was put	
			on adlog Aircraft Maintenance	
			Record Keeping System 12/10/01	
			See adlog for further records.	

N5365P PA 24-250 24-414 COMANCHE 250

12/10/01

Airframe tack time : 1098.88

Airframe total time : 3489.08

- 1) Annual inspection.
- 2) AD's checked for compliance.
- 3) Replaced sceet hose as needed in the engine compartment.
- 4) Removed carb heater box, repaired by Webco, reinstalled on aircraft.
- 5) Replaced loose rivets on muffler heater shroud.
- 6) Tightened loose bolts on left fuel tank to stop fuel leak.
- 7) Repaired engine cowling as needed for cracks.
- 8) Cleaned battery box of corrosion.
- 9) Removed manifold pressure gauge, repaired by Century Instrument Corp. reinstalled in aircraft.
- 10) Replaced muffler support clamp PN:24387-000.
- 11) Replaced instrument filter PN: IJ10-1
- 12) Replaced left steering rod boot PN: 453-136
- 13) Replaced Nose wheel bearings PN: 13889
- 14) Replaced inlet filter box PN: BA3210
- 15) Removed #2 VOR , repaied by Bondurant Avionics,Inc , reinstalled in aircraft, op's check good on ground.
- 16) C/W AD 75-12-06, FIN FORWARD SPAR/. Due next @ 3588.88
- 17) C/W AD 77-13-21 part (b) ,replaced main gear bungee cords. Due next @ 3988.88 or 11/19/2004
- 18) C/W AD 79-20-10 Inspected aileron nose rib per SL850. Due next @ 3588.88
- 19) C/W AD 94-13-10 part (a)(1)(2)&(c) STABILATOR INSPECTION. Due next @3588.88

I certify that this aircraft has been inspected in accordance with an annual inspection per the Piper Comanche service manual and Appendix D of FAR 43. And was determined to be in airworthy condition.

Signed

 Cordt R. Treglown IA 409374159 12/10/01

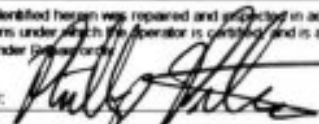
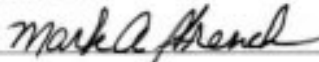
TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			N5365P PA24-250 24-414 COMANCHE 250
			04/16/02
			Airframe total time: 3538.77
			Airframe tack time: 1148.57
			1) C/W AD 75-12-06.
			2) C/W AD79-20-10.
			3) C/W AD94-13-10.
			4) Replaced fuel line from the engine driven fuel pump to the carb.
			5) Replaced oil filter CH48110.
			Signed  Cordt R. Treglown A&P/IA 409374159
			N5365P PA24-250 24-414 COMANCHE 250
			12/31/2002
			Airframe Tack Time: 1209.19
			Airframe Total Time: 3599.39
			Complied with the following:
			1) Annual inspection I/AAW Piper Comanche Service Manual.
			2) AD's checked for compliance
			3) AD75-12-06, FIN FORWARD SPAR. Due next @3699.39
			4) AD79-20-10, Inspected aileron nose rib per SL850. Due next @3699.39
			5) AD94-13-10 part (a)(1)(2)&(c) STABILATOR INSPECTION. Due next @3699.39
			6) Replaced all Wheel Bearings PN:13889 and cones PN:13836.
			7) Replaced Inlet filter PN: BA3205
			8) Replaced Headliner
			9) Made new interior side panels
			10) Interior recovered and carpet replaced by Aircraft Interiors Of Memphis LLC.
			11) Lubricated Landing retraction transmission.
			I certify that this aircraft has been inspected in accordance with an annual inspection per the Piper Comanche service manual and Appendix D of FAR43. And was determined to be in airworthy condition.
			Signed  Cordt R. Treglown A&P- I/A 409374159
			TOTAL —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested to <u>2014</u> feet on <u>04-22-04</u> Date <u>04-22-04</u> Signature <u>[Signature]</u> Westwind Aviation, Inc. R/S WIWR604K
			I certify that transponder model no. <u>TDR950</u> as installed in this aircraft has been tested as required by FAR 91.413 and meets requirements of Part 43, Appendix F. Date <u>04-22-04</u> Signature <u>[Signature]</u> Westwind Aviation, Inc. R/S WIWR604K
			 WISEMAN AVIATION 2650 West Shamrell Blvd Flagstaff Pulliam Airport Flagstaff, AZ 86001 520.779.9585 520.779.9586 fax
			July 20, 2004 N5365P Tach: 1483.6 WO-04-1120 Complied with AD 75-12-06 Fin Forward Spar, AD 79-20-10 Aileron Spar Cracks, AD 94-13-10 Stabilator Inspection. These AD's next due at Tach 1582.8. <u>[Signature]</u> Ross Hochen 2782818 A&P
			 WISEMAN AVIATION 2650 West Shamrell Blvd Flagstaff Pulliam Airport Flagstaff, AZ 86001 928.779.9585 928.779.9586 fax
			May 13, 2005 N5365P Hobbs: 1544.4 WO 04-1289 Completed Annual inspection checklist in accordance with Piper Maintenance Manual. Replaced steering rod boots with new. Replaced steering bellcrank and bellcrank roller bushings with new. Made minor repair to lower cowling. Replaced fuel strainer gasket with new. Tightened nav light switch handle. Lubed flight controls, cleaned and repacked wheel bearings. Serviced tire pressures. Replaced F.S. <u>45</u> bulkhead with serviceable part. Complied with FAR 91.207 ELT inspection. I certify this aircraft has been inspected in accordance with an annual inspection and is approved for return to service. Michael J Clever 299827544 IA <u>[Signature]</u>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
MAKE: PIPER MODEL: PA24-250 SN: 24-414 REG. NO: N5365P WORK ORDER: 12955 Keystone Aviation Repair Station No. K5SR339N 303 N 2370 W Salt Lake City, Utah 84116 Phone: 801 359-2085 DATE: 8/3/2005 A/C TSN: TACH: 1589.3 Airframe Entries VACUUM PUMP REPLACED. REMOVED VACUUM PUMP PART# 211CC, SN 40870. INSTALLED OVERHAULED RAPCO VACUUM PUMP PART # RA211CC SN 119167. OVERHAULED BY RAPCO INC., FAA CERT # NE58064N DATED 07-22-05. OPERATIONAL CHECK SATISFACTORY. VACUUM FILTER REPLACED. REMOVED FILTER PART # 1J10-1. INSTALLED NEW FILTER PART # RA1J10-1. The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Keystone Aviation L.L.C. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order. DATE: 8/3/2005 SIGNED:  J. Peterson Certified Repair Station No. K5SR339N Work Order: 12955 Printed by EBis 3 (datcomedia.com)			
MAKE: PIPER MODEL: PA24-250 SN: 24-414 REG. NO: N5365P WORK ORDER: 13192 Keystone Aviation Repair Station No. K5SR339N 303 N 2370 W Salt Lake City, Utah 84116 Phone: 801 359-2085 DATE: 9/30/2005 A/C TSN: 1804.2 HOBBS Airframe Entries REMOVED AIRCRAFT BATTERY CONCORDE P/N RG-35A SN CBC-430711, AND INSTALLED NEW BATTERY CONCORDE P/N RG-35A SN 40106007. RECONNECTED LANDING GEAR TRANSMISSION AND CYCLED LANDING GEAR THROUGH SEVERAL CYCLES. OPERATION CHECKED SATISFACTORY. REMOVED ALTERNATOR P/N A152A, SN A82982. INSTALLED NEW ALTERNATOR, P/N 015-01237, SN 10948. RUN UP AND OPERATIONAL CHECK SATISFACTORY. The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Keystone Aviation L.L.C. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order. DATE: 9/30/2005 SIGNED:  M. French Certified Repair Station No. K5SR339N Work Order: 13192 Printed by EBis 3 (datcomedia.com)			

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	MAKE: PIPER MODEL: PA24-250 S/N: 24-414 REG. NO: N5385P WORK ORDER: 14248	Keystone Aviation Repair Station No. K5SR339N 303 N 2370 W Soll Lake City, Utah 84116 Phone: 801-359-2085	DATE: 7/31/2006 AC TSN: 4026 2 TACH: 1538
	Airframe Entries		
	AIRCRAFT ANNUAL INSPECTION C/W PER PIPER COMMANCHE SERVICE MANUAL INSPECTION REPORT. AIRCRAFT APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ELT OPERATIONAL CHECKED SATISFACTORY IAW FAR 91.207(d). BATTERY EXPIRATION DATE MARCH 2012. AD SEARCH C/W USING ATP REVISION 06/29/06. AD 75-12.06 FOR FIN FORWARD SPAR TO FUSELAGE ATTACHMENT ASSY INSPECTION C/W BY VISUALLY INSPECTING OF THE IN THE AREA OF THE CHANNEL RELIEF HOLES FOR CRACKS USING A MAGNIFYING GLASS OF 10 POWER NO CRACKS FOUND. NEXT INSPECTION DUE AT TACH 1738.18. EFFECTIVE DATE: 06/05/05. AD 77-13-21, EFFECTIVE DATE DECEMBER 16, 1977, TO PREVENT COLLAPSE OF THE LANDING GEAR AFTER MANUAL EXTENSION. C/W PER PARAGRAPHS a, b, and c. NO DISCREPANCIES NOTED. NEXT INSPECTION FOR PARAGRAPH a DUE IN 1000 HOURS TIS AT TACH TIME 2638.0. NEXT INSPECTION FOR PARAGRAPH b DUE IN 500 HOURS AT TACH TIME 2138.0 OR WITHIN ONE YEAR AFTER THE PRIOR INSPECTION (60) CALANDER DATE JULY 2007, WHICHEVER OCCURS FIRST. AD 79-20-10 FOR AILERON NOSE RIB CRACKS C/W BY REMOVING LEFT AND RIGHT AILERON FROM AIRCRAFT AND WITH A 10X MAGNIFIER VISUALLY INSPECTED TWO AILERON NOSE BULKHEADS FOR CRACKS IN THE AREA WHERE THE AILERON BALANCE WEIGHT ARM ATTACHES. NO CRACKS FOUND. REINSTALL LEFT AND RIGHT AILERON AS PER PA24-250 MM CH 4-27. AND TABLE V-1 "CONTROL SURFACE TRAVEL AND CABLE TENSION". NEXT INSPECTION DUE AT TACH 1738.18 OR AT NEXT ANNUAL INSPECTION WHICHEVER OCCURS FIRST. EFFECTIVE DATE: 10/01/09. AD 94-13-10 TO PREVENT LOSS OF PITCH CONTROL BECAUSE OF LOOSENESS OF THE STABILATOR TORQUE TUBE BEARING SUPPORT FITTINGS C/W BY GRASPING THE STABILATOR TIP AND SHAKING THE TIP FROM LEFT TO RIGHT AND UP AND DOWN NO LOOSENESS WAS FOUND DURING THE INSPECTION SPECIFIED IN PARAGRAPH (a) OF THIS AD. NEXT INSPECTION DUE AT TACH 1738.18. EFFECTIVE DATE: 08/12/04. AD 97-01-01 R1, TO PREVENT M/G COLLAPSE CAUSED BY MAIN GEAR SIDE BRACE STUD CRACKS, C/W BY REMOVAL OF LT RT M/G SIDE BRACE STUDS AND PERFORMING A FLUORESCENT LIQUID PENETRANT CHECK OF BOTH STUDS. IAW AD INSTRUCTIONS. NO DISCREPANCIES NOTED. REASSEMBLED SIDE BRACE STUD ASSEMBLIES AND CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. NEXT COMPLIANCE DUE IN 1000 HOURS TIME IN SERVICE AT TACH TIME 2638.18. AD 76-07-12 R1 FOR BENDIX IGNITION SWITCHES C/W BY OPERATIONAL CHECK. CHECKED SATISFACTORY. NEXT INSPECTION DUE AT TACH 1738.0. EFFECTIVE DATE: 06/03/07. KINGS AVIONICS CRS #0606861N UNDER THEIR W/O 25472 DATED 06/29/06 C/W FAR CERTS 91-411 AND 91-413. REMOVED ILLEGIBLE "NO PUSH" PLACARDS FROM LT RT FLAPS AND INSTALLED NEW PLACARDS PIN T-006 (2 EACH). REMOVED LT RT BRAKE HOSES. INSTALLED NEW AEROPUR BRAKE HOSES PIN 350-4-0422 (2 EACH). WRAPPED BOTH BRAKE HOSES WITH SPIRAL WRAP PIN SW78. INSTALLED NEW O-RINGS PIN MS2775-008 ON BOTH LT RT BRAKE CALIPER BLEED PORTS. BLEED BOTH BRAKES. SERVICED BRAKE RESERVOIR WITH MIL-H-5606A HYDRAULIC FLUID. LEAK CHECK SATISFACTORY. REMOVED AILERON PULLEY FWD OF RT FLAP AT RT WING ROOT AREA AND INSTALLED NEW PULLEY PIN 481-797. TIGHTENED LT RT M/G OUTBOARD GEAR DOOR LOWER ATTACH FITTINGS. STABILATOR TRIM DRUM UPPER ATTACH POINT HARDWARE SAFETIED WITH NEW COTTER PIN. REMOVED RUDDER CABLE PULLEYS IN AFT TAIL SECTION AND REPLACED WITH NEW PULLEYS PIN 481-797 (2 EACH). REMOVED STABILATOR CABLE PULLEYS IN AFT TAIL SECTION AND REPLACED WITH NEW PULLEYS PIN 481-807 (2 EACH). REMOVED STABILATOR RETURN SPRING CABLE PULLEY IN AFT TAIL SECTION AND REPLACED WITH NEW PULLEY PIN 481-840. LT RT STABILATOR STATIC WICKS REMOVED. INSTALLED NEW LT RT STABILATOR STATIC WICKS PIN 494-678 (2 EACH). REMOVED DAMAGED LT RT FUSELAGE STATIC PORT PLACARDS AND INSTALLED NEW PLACARDS PIN 656-237 (2 EACH). REMOVED STABILATOR CABLE PULLEYS IN FUSELAGE CENTER SECTION AND REPLACED WITH NEW PULLEYS PIN 481-797 (2 EACH). REMOVED FLAP CABLE PULLEYS IN FUSELAGE CENTER SECTION AND REPLACED WITH NEW PULLEYS PIN 481-797 (2 EACH) AND PIN MS24566-38 (1 EACH). REMOVED 1 STABILATOR CABLE PULLEY BELOW PILOTS CONTROL YOKE. INSTALLED NEW STABILATOR CABLE PULLEY PIN 481-807 BELOW PILOTS YOKE. REPAIRED CRACKED #1 CYL. ENGINE BAFFLE CRACK BY INSTALLING A REINFORCEMENT MEASURING ABOUT 1 1/2" BY 3" FABRICATED FROM 0.032" 2024T3 AND SECURED IN PLACE WITH MS26104D RIVETS. REMOVED LEFT SIDE FORWARD ENGINE BAFFLE AND SENT TO S&B INDUSTRIES, CRSA QESR142N, WHERE IT WAS REPAIRED AND APPROVED FOR RETURN TO SERVICE UNDER THEIR W/O 8572 DATED JULY 17, 2006. REINSTALLED LEFT SIDE FORWARD ENGINE BAFFLE. RT EXHAUST ELBOW HEAT SHROUD REMOVED AND SENT TO S&B INDUSTRIES, CRSA QESR142N, WHERE IT WAS REPAIRED AND APPROVED FOR RETURN TO SERVICE UNDER THEIR W/O 8571 DATED JULY 17, 2006. REINSTALLED RT EXHAUST ELBOW HEAT SHROUD USING NEW EXHAUST FLANGE GASKETS PIN RA-77611. TORQUED EXHAUST FLANGE NUTS TO STANDARD TORQUE. RAN AIRCRAFT. RECHECKED TORQUE ON EXHAUST FLANGE NUTS. CHECKED SATISFACTORY. REPAIRED TWO HOLES IN THE MUFFLER HEAT SHIELD BY INSTALLING 2 EA 7" BY 2" STAINLESS PATCHES SECURED BY MS20442AD4 RIVETS AND REPLACED MISSING FASTENERS ON THE INTERNAL SPACER SUPPORT AROUND THE MUFFLER OUTLET HOLE. REMOVED INDUCTION AIR FILTER. INSTALLED NEW INDUCTION AIR FILTER PIN BA-3205. CENTRAL GYRO FILTER REMOVED AND REPLACED WITH NEW FILTER PIN RA-1110-1. DUE CHANGE AT TACH 1888.0. REMOVED LT M/G ASSIST SPRING AND INSTALLED NEW SPRING PIN 487-347 WITH NEW CLEVIS PIN PIN MS20392-1C17 AND SAFETIED WITH NEW COTTER PIN. REMOVED LT M/G BUNGEE AND INSTALLED NEW BUNGEE PIN 8097. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. REFERENCE: MM SECTION 6-33. REMOVED RT M/G ASSIST SPRING AND INSTALLED NEW SPRING PIN 487-347 WITH NEW CLEVIS PIN PIN MS20392-1C17 AND SAFETIED WITH NEW COTTER PIN. REMOVED RT M/G BUNGEE AND INSTALLED NEW BUNGEE PIN 8097. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. REFERENCE: MM SECTION 6-33. REMOVED INCORRECT AIRCRAFT DATA TAG ON SIDE OF FUSELAGE BY CABIN ENTRANCE. ORIGINAL AND CORRECT DATA TAG IS CURRENTLY INSTALLED IN ORIGINAL POSITION ON THE INSIDE OF THE BAGGAGE DOOR AS PER PIPER SPECIFICATIONS. INSTALLED NEW PLACARD SHOWING CORRECT MODEL AND SERIAL NUMBER IAW CFR 45.11(d). LT M/G SIDE BRACE STUD REMOVED. INSTALLED NEW LT M/G SIDE BRACE STUD PIN 487-596. LUBRICATED SIDE BRACE TO SIDE BRACE STUD JOINT ASSEMBLY AND SIDE BRACE STUD. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. RT M/G SIDE BRACE SUPPORT HARDWARE REMOVED. INSTALLED NEW RT M/G SIDE BRACE SUPPORT HARDWARE PIN AN23-14A (2 EACH) AND AN6-7A (3 EACH). TORQUED HARDWARE TO STANDARD TORQUE. REMOVED RT M/G SIDE BRACE STUD BUSHING. INSTALLED NEW RT M/G SIDE BRACE STUD BUSHING PIN 14843-030. REMOVED BOLT AT RT M/G SIDE BRACE STUD TO LINK ASSEMBLY. INSTALLED NEW BOLT PIN AN25-25 AND SAFETIED WITH NEW COTTER PIN. LUBRICATED SIDE BRACE TO SIDE BRACE STUD JOINT ASSEMBLY AND SIDE BRACE STUD. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. LT M/G SIDE BRACE SUPPORT HARDWARE REMOVED. INSTALLED NEW LT M/G SIDE BRACE SUPPORT HARDWARE PIN AN23-14A (2 EACH) AND AN6-7A (3 EACH). TORQUED HARDWARE TO STANDARD TORQUE. REMOVED BOLT AT LT M/G SIDE BRACE STUD TO LINK ASSEMBLY. INSTALLED NEW BOLT PIN AN25-25 AND SAFETIED WITH NEW COTTER PIN. LT M/G SIDE BRACE SUPPORT BUSHINGS REMOVED. INSTALLED NEW BUSHINGS PIN 20737-005 AND 20737-006 INTO LT M/G SIDE BRACE STUD. REAMED INSTALLED TWO BUSHINGS TO .497". INSTALLED NEW BUSHING PIN 14843-030 INTO END OF SIDE BRACE SUPPORT STUD. RT M/G LOWER SIDE BRACE LINK REMOVED. INSTALLED AND LUBRICATED NEW RT M/G LOWER SIDE BRACE LINK PIN 20788-001. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. REFERENCE: MM SECTION 6. REMOVED STABILATOR TRIM AFT PULLEYS. INSTALLED NEW STABILATOR TRIM AFT PULLEYS PIN 481-840 (2 EACH). INSTALLED NEW STABILATOR "NO PUSH" PLACARDS PIN T-006 (2 EACH) ON LT RT STABILATORS. REMOVED M/G ASLE NUTS AND INSTALLED NEW LOCKNUTS PIN MS21042L6 (2 EACH). REMOVED CLEVIS, EYE BOLT, AND CLEVIS PIN ON M/G DOOR ACTUATING ROD UPPER PORTION AND INSTALLED NEW CLEVIS PIN MS2775-4, EYE BOLT PIN 402-032, AND CLEVIS PIN PIN MS20392-2C13 AND SAFETIED WITH NEW COTTER PINS. OPERATIONAL CHECK SATISFACTORY. RE-SETTED LEFT STEERING TORQUE TUBE FWD ROD END BOLT AT STEERING BELLCRANK AND INSTALLED NEW BOLT PIN AN4-11A. REMOVED M/G DRAG LINK CENTER PIVOT BOLTS. INSTALLED NEW M/G DRAG LINK CENTER PIVOT BOLTS PIN 22088-000 (2 EACH) AND SAFETIED WITH NEW COTTER PINS. LUBRICATED PIVOT ASSEMBLY. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. REMOVED M/G REAR DRAG LINK BOLTS. INSTALLED NEW M/G REAR DRAG LINK BOLTS PIN AN6-26 (LEFT) AND PIN AN6-23 (RIGHT) AND SAFETIED WITH NEW COTTER PINS. LUBRICATED BOLT BUSHING ASSEMBLY. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. REMOVED M/G FWD DRAG LINK BOLT AND INSTALLED NEW BOLT PIN AN6-34. SAFETIED WITH NEW COTTER PIN. LUBRICATE M/G FWD DRAG LINK ASSEMBLY. CYCLED LANDING GEAR. OPERATIONAL CHECK SATISFACTORY. TROUBLESHOT EMERGENCY GEAR EXTENSION HANDLE WILL NOT TELESCOPE IN OR OUT. FOUND CENTERMOST PART OF HANDLE JAMMED BENEATH BENT UP OF MIDDLE PORTION OF HANDLE. REMOVED AND DISASSEMBLED EMERGENCY GEAR HANDLE. REAMED MIDDLE PORTION OF HANDLE TO REMOVE BENT LIPS ON INSIDE TIP. REASSEMBLED EMERGENCY GEAR EXTENSION HANDLE AND SAFETIED WITH NEW COTTER PIN. OPERATIONAL CHECK SATISFACTORY. REMOVED DAMAGED RIVNUTS FROM HS1T LOWER WING ROOT FAIRING ATTACH POINTS AND INSTALLED NEW RIVNUTS PIN NAS132W06K75 (5 EACH). REMOVED ELT BATTERIES. INSTALLED NEW DURACELL BATTERIES PIN MN1306H4. BATTERY EXPIRATION DATE: MARCH 2012. OPERATIONAL CHECK SATISFACTORY.		

The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Keystone Aviation L.L.C. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order.

DATE: 7/31/2006

SIGNED:

Mark A. French

Work Order: 14248

mfranch

Certified Repair Station No. K5SR339N

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Aviation Services of Northern Arizona, LLC

3625 N. Airport Road
Williams, AZ 86046

N# 9435P SN# 24-4943 Airframe

Date: 3-16-08

A.C.T.T.: 4045.77 TACH: 1655.57

1. **Completed an Annual Inspection** in accordance with the Piper service manual and FAR43 appendix D.
2. **Complied with Annual ELT Inspection** in accordance with FAR 91.207(d) and the manufacturer's instructions.
3. **Replaced ELT batteries** with new. Next due 3-09.
4. **Replaced Engine Brackett Air Filter** with new p/n BA-3205.
5. **Complied with reoccurring AD 94-13-10** by inspection of elevator torque tube bearing support fittings for looseness. No defects noted. AD 94-13-10 next due @ 4145.77 ACTT.
6. **Complied with reoccurring AD77-13-21** paragraph (b) by inspection. Inspection IAW paragraph (b) next due @ 4545.77 ACTT or 3-2009.
7. **Complied with reoccurring AD75-12-06** paragraph (c) by inspection of fin forward spar to fuselage attachment assembly IAW paragraph (b). Next due @ 4145.77 ACTT.
8. **Complied with reoccurring AD79-20-10** paragraph (a) by inspection of LH and RH aileron nose rib for cracks IAW Piper SL 850. Next due @ 4145.77 ACTT.
9. **Complied with reoccurring AD02-26-01** by inspection of the fuel injection lines and nozzles IAW Lycoming MSB342D. Next due @ 3435.67 ACTT 03-08.
10. Removed battery box, stripped paint, treated corrosion and painted with epoxy primer and acid proof paint. Reinstalled battery box and battery. Battery ops check good.

I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and is approved for return to service.

Signature: Fred Steffensmeier

Certificate: A&P3165332IA

MAKE: PIPER
MODEL: PA24-250
SN: 24-414
REG. NO: N5385P
WORK ORDER: 18746**Million Air - Salt Lake City**Repair Station No: R5SR3396
303 N 2370 W
Salt Lake City, Utah 84116
Phone: 801 359-2085DATE: 4/23/2009
A/C TSN: 4028.2
TACH: 3667.95**Airframe Entries**

AIRCRAFT ANNUAL INSPECTION C/W PER FAR 43 APPENDIX D. AIRCRAFT APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ... ELT OPERATIONAL CHECKED SATISFACTORY IAW FAR 91.207d. BATTERY EXPIRATION DATE MARCH 2012. ... AD SEARCH C/W USING ATP REVISION 05/08/09. SEE AD REPORT PRINTED 04/17/09. ... AIRCRAFT LUBRICATION C/W. ... FLIGHT CONTROL CABLE TENSIONS CHECKED AND FOUND TENSIONS TO BE WITHIN SPECIFICATIONS. ... AD 76-07-12 R1, BENDIX IGNITION SWITCHES, C/W BY OPERATIONAL CHECK. NO DEFECTS NOTED THIS DATE. NEXT DUE AT TACH 1767.95. EFFECTIVE DATE 08/14/76. ... AD 77-13-21, TO PREVENT COLLAPSE OF THE LANDING GEAR AFTER MANUAL EXTENSION, C/W PART B BY REPLACING MAIN LANDING GEAR BUNGIES WITH NEW BUNGIES P/N 8097. NEXT DUE IN 3 YEARS IN APRIL 2012 OR IN 500 HRS TIS AT 2167.9 TACH. EFFECTIVE DATE 07/06/77. ... TROUBLESHOT CABIN DOOR STAY INOP. FOUND BUSHING AND SEAL MISSING FROM DOOR STAY. INSTALLED NEW BUSHING P/N 453-773, SEAL P/N 494-126, AND BOLT AN23-10A. OPERATIONAL CHECK SATISFACTORY. ... LUBRICATED MIXTURE CABLE AND CONTROLS. OPERATIONAL CHECK SATISFACTORY. ... FABRICATED AND INSTALLED NEW AVIONICS MASTER SWITCH PLACARD. ... OAT GAUGE REMOVED AND REPLACED WITH NEW GAUGE P/N 10-15500. OPERATIONAL CHECK SATISFACTORY. ... NLG DOOR CLEVIS REMOVED AND REPLACED WITH NEW CLEVIS P/N 402-032. ... TAIL CONE INDEXED TO CORRECT LOCATION TO PREVENT FURTHER CHAFFING INTO RUDDER AND REMOVED TO DRILL NEW HOLES IN ORDER TO REPOSITION TAIL CONE. FOUND ONE DEFECTIVE NUT PLATE. REPLACED NUT PLATE P/N MS21059L08 ON BOTTOM HALF OF TAIL CONE. FOUND SCREW HOLES ELONGATED ON TOP HALF OF TAIL CONE ON MIDDLE ROW. INSTALLED WASHERS ON ELONGATED SCREW HOLES P/N A3236-012-935. RE-INSTALLED TAIL CONE. CLEARANCE CHECK FROM TAIL CONE TO RUDDER CHECKED SATISFACTORY. ... VISUALLY INSPECTED AND DYE PENETRANT CHECKED SUSPECTED SKIN CRACK IN RIGHT WING UPPER SKIN. CHECKED SATISFACTORY. NO DEFECTS NOTED THIS DATE. ... RIGHT WING INBOARD FUEL CELL BLADDER REMOVED. CLEANED RT FUEL CELL BAY AND APPLIED NEW FUEL CELL TAPE AS REQUIRED. INSTALLED NEW FUEL BLADDER ASSEMBLY P/N 525. LEAK CHECK SATISFACTORY. ... AIR/OIL SEPARATOR REPOSITIONED AWAY FROM ENGINE MOUNT TO PREVENT FURTHER CHAFFING. ... TRIMMED AND DRESSED DAMAGED AREA OF GUSSET IN RIGHT WHEEL WELL. REDRILLED AND REPOSITIONED CLAMP FOR ELECTRICAL WIRING. ... RIGHT NAV LAMP REMOVED

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
AND REPLACED WITH NEW LAMP P/N 7512-12. OPERATIONAL CHECK SATISFACTORY. NLG UPPER TORQUE LINK BOLT REMOVED AND REPLACED WITH NEW BOLT P/N AN175-32 AND NEW BUSHINGS P/N 20737-002 AND INSTALLED NEW CENTER LINK BEARING P/N 452-366. SAFETIED BOTH BOLTS WITH NEW COTTER PIN. VACUUM PUMP INLET FITTING RESECURED. EMERGENCY GEAR HANDLE BOOT RETAINER REATTACHED TO FLOOR. CENTER AREA OF CABIN BELOW FLOOR VACUUMED. RT FUEL SELECTOR VALVE REMOVED, DISASSEMBLED, CLEANED, AND INSPECTED. REASSEMBLED RT FUEL SELECTOR AND RESEALED WITH NEW O-RING P/N 752-822 ON FUEL SELECTOR SHAFT. OPERATIONAL AND LEAK CHECKED SATISFACTORY. INSTALLED NUTPLATES MISSING FROM ACCESS PANEL IN INTERIOR. REMOVED FUEL LINE TO RT WING FUEL BLADDER AND INSTALLED SERVICABLE FINGER STRAINER TO EXISTING FUEL LINE BY SOLDERING. REINSTALLED FUEL LINE. OPERATIONAL AND LEAK CHECK SATISFACTORY. DAMAGED RIVET FROM INSIDE RT FUEL CELL BAY REMOVED AND INSTALLED NEW BLIND RIVET. The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Milion Air SLC Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order DATE: 4/23/2009 SIGNED: <i>Jimmy P. Ray</i> Work Order: 18746 FAA Printed by EBis 3 (datamedia.com) Certified Repair Station No. K5SR339H			
MAKE: PIPER MODEL: PA24-250 SN: 24-414 REG. NO: N5365P WORK ORDER: 20675 DATE: 8/10/2010 A/C TSN: 4044-57 TACH: 1694-32 Million Air - Salt Lake City Repair Station No. K5SR339H 303 N 2370 W Salt Lake City, Utah 84116 Phone: 801-359-2085 Airframe Entries AIRCRAFT HAS BEEN INSPECTED FOR AN ANNUAL INSPECTION PER FAR 43 APPENDIX D AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ELT OPERATIONAL CHECKED SATISFACTORY PER FAR 91.207d. BATTERY EXPIRATION DATE MARCH 2012. AD SEARCH C/W USING ATP REVISION 07/29/10. SEE AD REPORT PRINTED 08/06/10. AD 76-07-12 R1. FOR BENDIX IGNITION SWITCHES C/W BY OPERATIONAL CHECK. CHECKED SATISFACTORY. NEXT INSPECTION DUE AT TACH 1784.32. EFFECTIVE DATE 08/30/77. ADJUSTED MIXTURE CABLE TO HIT IDLE CUTOFF STOP. OPERATIONAL CHECKED SATISFACTORY WITH 25 RPM MIXTURE RISE. FUEL PRIMER LINE GOING TO #6 CYLINDER SECURED TO PREVENT FURTHER CHAFFING. INDUCTION AIR FILTER REMOVED AND REPLACED WITH A NEW FILTER P/N BA-3205. LH MAGNETO RING TERMINAL REPLACED WITH A NEW TERMINAL P/N 320551. BRAKE FLUID RESERVOIR SERVICED WITH MIL-H-5606 HYDRAULIC FLUID. CARBURATOR HEAT PROBE WIRE BUNDLE SECURED WITH NEW ADEL CLAMP P/N MS21919WDG3. RH EXHAUST MANIFOLD REMOVED, REMOVED MUFFLER, REMOVED AND REPAIRED MUFFLER SHROUD (23504-00) DUE TO LOOSE/MISSING RIVETS, AND FATIGUE CRACKING. REPAIRED SHROUD BY REPLACEMENT OF THE LEFT OUTBD 6" OF THE ORIG SHROUD FOR ABOUT 320 DEG OF IT'S CIRCUMFERENCE. THE NEW REPLACEMENT PORTION WAS MADE FROM 0.032" 2024T3 ALLOY ROLLED TO SHAPE AND SECURED TO THE ORIGINAL SHROUD WITH MS 20470AD4 RIVETS. THE SHROUD WAS THEN REINSTALLED ON THE MUFFLER, AND THE MUFFLER AND EXHAUST MANIFOLD REINSTALLED ON THE ENGINE. ALL WORK WAS PERFORMED IAW AC43.13-18, CHAP 4, SECTION 4. ENGINE, ENGINE MOUNT, AND NOSE STRUT DEGREASED AND CLEANED. CABIN DOOR HINGE PINS REMOVED AND REPLACED WITH NEW PINS P/N 20830-000. LH MLG LOWER STRUT ASSY REMOVED, CLEANED, DISASSEMBLED AND RESEALED WITH NEW O-RINGS P/N MS8775-210 AND P/N MS8775-227 AND A NEW WIPER STRIP P/N CA-187-625. REINSTALLED LOWER STRUT ASSY AND SERVICED WITH 5606 HYDRAULIC FLUID AND NITROGEN. REF: PA24-250 M/M 6-29, 6-30 AND 6-31. OPERATIONAL AND LEAK CHECK SATISFACTORY. TWO PULLEYS WORN IN AFT AND CENTER UNDER FLOOR AREA REMOVED AND REPLACED WITH NEW PULLEYS P/N 481-607 (2 EACH). VACUUMED BELLY OF ACFT INCLUDING PILOT AND CO-PILOTS RUDDER PEDAL AREA. 2 RUDDER PULLEYS IN FWD PILOT AREA REMOVED AND REPLACED WITH NEW PULLEYS P/N 41001-8. FUEL LINE FORWARD OF MAIN SPAR ADJUSTED AWAY FROM FLOOR STRUCTURE TO PREVENT FURTHER CHAFFING. AUXILIARY FUEL PUMP SCREENS CLEANED. LEAK CHECKED SATISFACTORY. FABRICATED AND INSTALLED TRIM PLACARD ON FWD HEADLINER. PARTS LOOK UP AND ESTIMATE C/W. SERVICED NOSE LANDING GEAR STRUT WITH DRY NITROGEN. REF: COMANCHE S/M FIG. 2-13 I certify the airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Milion Air SLC Repair Manual System and the Federal Aviation Regulations under which the operator is certified, and was determined to be in an Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order no. 20675 DATE: 8/10/2010 SIGNED: <i>Jimmy P. Ray</i> Work Order: 20675 FAA Printed by EBis 3 (datamedia.com) Certified Repair Station No. K5SR339H			
WA 2650 W Shamrell Blvd N7824G Airframe Flagstaff Pulliam Airport Tach: 1693.18 FSO-11-0446 Flagstaff, AZ 86001 WISEMAN 928.779.9585 Phone AVIATION 928.779.9586 Fax July 8, 2011 → Installed new PTT switch Jeff Gerlak 3538569AP <i>Jeff Gerlak</i>			

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
MAKE: PIPER Million Air - Salt Lake City DATE: 8/17/2011 MODEL: PA24-250 Repair Station No. K5SR339N A/C: TSN 4544 57 S/N: 24-414 203 N 2370 W TACH: 1664 32 REG. NO: N5365P Salt Lake City, Utah 84116 WORK ORDER: 22424 Phone: 801 359-2085			
Airframe Entries			
LH MLG WHEEL AND TIRE ASSY REMOVED. TIRE P/N 072-314-0, S/N 3176W00323, MODEL: 6.00-6X 6 PLY AND MAKE: MICHELIN CONDOR. REMOVED. REPLACED WITH A NEW TIRE P/N 072-314-0, S/N 0128S00293, MAKE: MICHELIN CONDOR AND MODEL: 6.00-6X 6 PLY. REINSTALLED WHEEL AND TIRE ASSY... RH MLG WHEEL AND TIRE REMOVED. TIRE P/N 072-314-0, S/N 3173W00300, MAKE: MICHELIN CONDOR AND MODEL: 6.00-6 X 6PLY REMOVED. REPLACED WITH A NEW TIRE P/N 072-314-0, S/N 0128S00303, MAKE: MICHELIN CONDOR AND MODEL: 6.00-6 X 6 PLY. REINSTALLED WHEEL AND TIRE ASSY... INDUCTION AIR FILTER REMOVED AND REPLACED WITH NEW FILTER P/N: BA-3205. I certify the airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Million Air-SLC Repair Manual System and the Federal Aviation Regulations under which the operator is certified, and was determined to be in an Airworthy Condition at this date and time with regard to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Further details of the repair are on file under Work order No. 22424.			
DATE: 8/17/2011		SIGNED: <i>Jimmy L. Hay</i>	Work Order: 22424
		Printed by EBis 3 (datamedia.com)	
04/04/12 TT 4066.12 TACH 1705.37 NEW BATTERY INSTALLED GILL G-35 FAA-PMA # G02688440 BY OWNER <i>Brady L. Bass</i> 01/31/12 Tach - 1710.42 Replaced nose gear downlock assist springs. Installed new down limits switches and gear safety switches. Replaced switch with properly marked MS22789 wire. Replaced switch with new. All work performed PAW Piper SM pl. 753-S16. Switches adjusted and operation check performed several times. no defects noted. Main struts serviced with N₂. <i>Theresa W. P. B1464261A</i>			

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
2-8-13			Replaced ELT batteries with dated D cells Tach 1710.6 next due Dec. 2022. I certify that the ACTT 4102.8 ELT has been inspected in accordance with the requirements of FAR section 91-207(d) 1-4, set to com, and was found to be in satisfactory condition. Replaced left main fuel bladder from Eagle Fuel Cells Co, 494-324E SN. 93. Reinstalled left tip tank after paint work. complied with AD 77-13-21 (12-16-77) Prevent Landing Gear Collapse, para. A Due by ACTT. 5028.2 para. B replaced Left and Right main bungee cords pn 8097 next due by 2-8-16 or ACTT 4600 whichever is first.
			AD 75-12-06 F/h S per due by ACTT. 4156.7
			AD 76-07-12 Bendix Ignition due by ACTT. 4156.7
			AD 79-20-10 Aileron Nose Ribs due by ACTT. 4145.7
			AD 94-13-10 stabilator Torque Tube due by ACTT. 4156.7
			AD 2004-10-14 crankshaft gear, due after prop strike or AH
			AD 2005-12-06 Impulse Coupling due by ACTT. 4528.2
			I certify that this aircraft has been inspected in accordance with an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition. Rgt APG34761613 IA Leak check good.
			SUB-TOTAL this page
			TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
8-23-13			Right brake rotor replaced by Webco
Tach 1737.5			Replaced left and right brake
			linings, conditioned by owner.
			Rg to AP534761613
3-1-14			Complied with AD 75-12-06 (6-5-75) F/A
Tach 1742.5			Forward Spar, inspected per AD no defects,
ACTT 4132.7			next due by ACTT: 4232. AD 79-20-10
			(10-4-79) Aileron Nose Ribs, inspected LT and
			RT ailerons per AD and SB 850, no defects
			next due by ACTT: 4232.7. AD 94-13-10 (9-12-94)
			Stabilizer Tongue Tube, inspected per AD and
			SB. 411A, no defects next due by ACTT: 4232.7
			AD 76-07-12 (8-30-77) Bendix Ignition Switch
			operational check per AD, no defects next due
			by ACTT: 4232.7.
			AD 2012-12-06 (10-22-12) Flight Controls, due
			by ACTT: 4200. AD 97-01-01 R1 (12-8-98)
			Main Gear Sidebrace Stud, P-C/W on 7-31-06
			next due by ACTT: 5028. AD 77-13-21 (12-16-77)
			Prevent Landing Gear Collapse, par. A due by
			ACTT: 5028, par. B due by 2-8-16 or ACTT:
			4600, whichever is first. AD 2005-12-06 (7-19-05)
			Impulse Couplings, due by ACTT: 4528.2.
			AD 2004-10-14 (6-25-04) Crankshaft Gear,
			due after propeller strike.
			continued next page—

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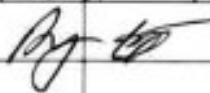
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
3/1/14			continued from previous page — I certify that the ELT has been inspected in accordance with the requirements of FAR section 91.207(d) 1-4 and was found to be in satisfactory condition, set to arm, batteries due by Dec. 2022. I certify that this aircraft has been inspected in accordance with an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition. Rg 10 AP534761613 Etc.
5-21-15			AD 2012-17-06 (10-22-12) Flight Controls, due by ACTT. 4200.
Tach	1752.8		AD 2005-12-06 (7-19-05) Riveted Impulse Couplings due by ACTT 4528
ACTT	4143.0		AD 2007-10-14 (6-29-04) Crankshaft Gear, due after prop str. 2e.
			AD 94-13-10 (8-12-94) Stabilizer Torque Tube, due by ACTT. 4232.7
			AD 79-20-10 (10-4-79) Piper Kit, Aileron Ribs, due by ACTT. 4232.7
			AD 77-13-21 (12-16-77) Prevent Landing Gear Collapse, per A due by ACTT. 5028, per B replaced LT and RT bumper cords per AD next due by 5-21-18 or ACTT. 4643, whichever is first.
			AD 76-07-12 (8-30-77) Bendix Ignition Switch, due by ACTT. 4232.7.
			AD 75-12-06 (6-5-75) Fin Forward Spar, due by ACTT. 4232.7
			AD 97-01-01 R1 (12-8-98) Main Gear Sidebrace Stud, due by ACTT. 5028.
			I certify that the ELT has been inspected in accordance with the requirements of FAR 91.207(d) 1-4 and was found to be in satisfactory condition, set to arm,
			SUB-TOTAL this page
			TOTAL—Carry forward to next page

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			continued from previous page— batteries due by Dec. 2022. I certify that this aircraft has been inspected in accordance with the requirements of an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition. ADs checked on faa.gov. Ry 6 AP534761613 JA
			FAA - PMA This tag certifies that Sky-Tec Model No. <u>STS-M12</u> Serial No. <u>S2M-411525</u> was manufactured new on <u>13 Oct 2015</u> by Sky-Tec under the authority of FAA-PMA No. PQ0852SW Supplement No. <u>11</u> in accordance with Sky-Tec's FAA-Approved Quality System (14CFR Part 21, Subpart K). This article has been determined to be airworthy. For installation eligibility see www.skytecar.com/oktag.htm Installed on <u>N 5365P</u> by  (Aircraft) (Mechanic) AP 53387 JA
			Form CC1108-1
8-25-16	AD 2015-24-05 (1-12-16)	Tach 1763.5	Placards/Markings, N/A by aircraft serial number.
4153.8	AD 2012-17-06 (10-22-12)	ACTT	Flight Controls, due by ACTT 4200.
	AD 2005-12-06 (7-19-05)		Riveted Impulse Coupling, due by ACTT: 4528
	AD 2004-10-14 (6-25-04)		Crankshaft Gear, due after prop strike
	AD 94-13-10 (8-12-94)		Stabilizer Torque Tube, due by ACTT: 4232.7
	AD 79-20-10 (6-4-79)		Piper Kit, Aileron Ribs, due by ACTT: 4232.7
	AD 77-13-21 (12-16-77)		Prevent Landing Gear Collapse, Par. A due by ACTT: 5028, Par. B due by ACTT: 4643 or —
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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
4-26-24			complied with AD 76-07-12 ⁽⁸⁻³⁰⁻⁷⁷⁾ Bendix
Tach 1767.87			Ignition Switches, operational check
ACTT 4158.08			per AD no defects, next due by ACTT: 4258.
			AD 2012-17-06 (10-22-12) Flight Controls, due by ACTT: 4208.
AD 97-01-01 R1 (12-8-98)			Main Gear sidebrace stud due by ACTT: 5028.
AD 94-13-10 (8-12-94)			Stabilizer Tongue Tube due by ACTT: 4232.
AD 79-20-10 (10-4-79)			Piper K-4 Aileron Ribs, due by ACTT: 4232.
AD 77-13-21 (12-16-77)			Prevent Landing Gear collapse, (a) due by ACTT: 5028
			(b) replaced both bungees PN. 8097, next due by ACTT: 4658 or 4-2027 whichever is first.
AD 75-12-06 (6-5-75)			Fin Forward spar, due by ACTT: 4232.
AD 2005-12-06 (2-19-05)			Riveted + Snap Ring Impulse Couplings, due by ACTT: 4528.
AD 2004-10-14 (6-25-04)			crankshaft gear, due after prop strike. lubed all flight control hinges + gears.
			served hydraulic reservoir with MIL-H-5606.
			served all 3 struts per manual. Replaced air filter element with BA-3205.
			Replaced batteries in the ELT.
			I certify that the ELT has been inspected in accordance with the requirements of FAR 91.207(d) 1-4 and was found to be in satisfactory condition, set to armed, batteries due by March 2031. ADS checked on 4-21-24 on faa.gov DRS. operational check good.
			By  AP 534761613

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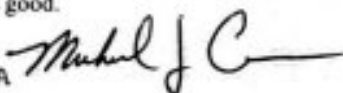
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Montrose, CO 81401**

DATE

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SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Skyways
INC.**

GOLD SEAL AIRCRAFT ENGINES

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 www.westernskyways.com

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 (970) 248-6282
 FAX: (970) 248-6758

Engine Make: LYCOMING Model: O-540-A1C5
 Serial Number: L-1397-40 W/O No: 18114 Date: 03/16/05
 Warranty Number: C5048 Warranty Start Date: 04/05
 Crankshaft Serial No: 12609 Cylinder Part Number: 05K21102

This engine and accessories listed below were overhauled to "Factory New Tolerances" per Overhaul Manual No: 60294-7-9 See back section for Airworthiness Directives and Service Bulletin compliance. This engine was run in a test cell. Total Previous Time: 3815.1 Hrs.

This engine meets requirements of LYCOMING SI-1009AQ for 2000.0 Hour TBO.

The accessories listed below were new or overhauled and supplied with this engine:

Component	Part No.	Serial No.	Component	Part No.	Serial No.
L/H Mag:	BL-500516-2	D04KA130R	Vac Pump:	N/A	N/A
R/H Mag:	BL-500516-2	D04JA247R	Wastegate:	N/A	N/A
Fuel Pump:	LW-15472	3904	Alt/Gen:	N/A	N/A
Inj/Carb:	10-4404	R-9-4970	Pop Off:	N/A	N/A
Man Valve:	N/A	N/A	Controller:	N/A	N/A
Starter:	MZ-4222	E121428	VAPC:	N/A	N/A
Turbo:	N/A	N/A	Controller:	N/A	N/A
			Prop Gov:	F4-4A	D2054TJ
			Hyd Pump:	N/A	N/A

MAINTENANCE RELEASE

The engine and accessories listed above were overhauled and inspected in accordance with current Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of this repair are on file at this Repair Station on above work order.

Signature

Repair Station No. WS9R575J

DATE

TACH OR
RECORDING
METER
TIDESCRIPTION OF WORK PERFORMED --
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

2650 West Shamrell Blvd
Flagstaff Pulliam Airport
Flagstaff, AZ 86001
928.779.9585
928.779.9586 fax

June 3, 2005

N5365P

Tach: 1552.6

WO 05-1464

Drained oil, removed and replaced oil filter with new. Serviced engine with 12 qts
Aeroshell 100 mineral oil. Ground run engine, ops and leak check good.

Michael J Clever 299827544 IA *Michael J Clever*

2650 West Shamrell Blvd
Flagstaff Pulliam Airport
Flagstaff, AZ 86001
928.779.9585
928.779.9586 fax

Aug. 19, 2005

N5365P

Tach: 1595.5

WO 05-1549

Drained oil, removed and replaced oil filter with new. Serviced engine with 12 qts
Aeroshell 100 mineral oil. Ground run engine, ops and leak check good.

Michael J Clever 299827544 FA *Michael J Clever*

ENGINE MODEL
O-540-A1CS
ENGINE SN 1-1397-40
REG NO: N5365P
WORK ORDER: 14248

Keystone Aviation
Repair Station No. K5SR339N
303 N 2370 W
Salt Lake City, Utah 84116
Phone: 801 359-2085

DATE: 7/31/2006
AC ISN 4028.2
ENG TI 3908.7
TSMOH 93.6
TACH: 1638

Engine Entries

ENGINE ANNUAL/100 HOUR INSPECTION C/W PER PIPER COMMANDER SERVICE MANUAL INSPECTION REPORT. ENGINE APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ENGINE COMPRESSION CHECK C/W. CHECKED AS FOLLOWS: #1 75/80 #2 76/80 #3 76/80 #4 75/80 #5 76/80 AND #6 76/80. CHECKED SATISFACTORY. ENGINE OIL DRAINED HOT. REMOVED OIL FILTER AND INSPECTED FOR CONTAMINATES. NONE FOUND. INSTALLED NEW CHAMPION OIL FILTER CH8110-1 AND SAFETIED. ADDED 12 QTS OF AVS 100W. LEAK AND OPERATIONAL CHECKED SATISFACTORY.

The airplane, engine and/or component identified herein was repaired and inspected in accordance with the current Keystone Aviation L.L.C. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order.

DATE: 7/31/2006

SIGNED: *Mark A. French*

Work Order: 14248

mlrench
Certified Repair Station No. K5SR339N

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DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK				
Aviation Services of Northern Arizona, LLC  3625 N. Airport Road Williams, AZ 86046		N#	5365P	SN#	24-414	Engine
		Date:	3-16-08			
		A.C.T.T.	4045.77	TACH:	1655.57	
		S.M.O.H.	111.17	S/N	L-1397-40	
1. <u>Completed an Annual Inspection</u> in accordance with the Piper service manual and FAR43 appendix D. 2. <u>Drained oil, replaced filter</u> and added 12 quarts of Aeroshell 15/50.						
I certify that this Engine has been inspected in accordance with an ANNUAL inspection and is approved for return to service.						
Signature: Fred Steffensmeier 				Certificate: A&P31653321A		

ENGINE MODEL
O-540-A1C5
ENGINE SN: L-1397-40
REG. NO. N5365P
WORK ORDER: 18746

Million Air - Salt Lake City

Repair Station No. K5SR339N
303 N 2370 W
Salt Lake City, Utah 84116
Phone: 801 359-2005

DATE: 4/23/2009
A/C TSN: 4026 2
ENG TT: 3858 05
TSMOH: 123 55
TACH: 1667 95

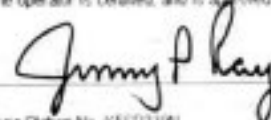
Engine Entries

ENGINE ANNUAL/ 100 HOUR INSPECTION C/W PER FAR 43 APPENDIX D. ENGINE APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ENGINE COMPRESSION CHECK C/W. CHECKED AS FOLLOWS: #1 77/80, #2 78/80, #3 75/80, #4 76/80, #5 77/80, #6 78/80. CHECKED SATISFACTORY. ENGINE OIL DRAINED HOT. REMOVED OIL FILTER AND INSPECTED FOR CONTAMINATES. NONE FOUND. INSTALLED NEW OIL FILTER P/N CH48110-1 AND SAFETIED. OIL SUCTION SCREEN REMOVED AND INSPECTED FOR CONTAMINATES. CHECKED SATISFACTORY. REINSTALLED OIL SUCTION SCREEN WITH NEW GASKET P/N MS35769-21 AND SAFETIED. SERVICED ENGINE WITH 12 QTS OF AVS 15W50 OIL. RAN AIRCRAFT. LEAK CHECK SATISFACTORY.

The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Million Air SLC Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order.

DATE: 4/23/2009

SIGNED:



Work Order: 18746

By

Certified Repair Station No. K5SR339N

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL
O-540-A1C5
ENGINE SN: L-1397-40
REG. NO. N5365P
WORK ORDER: 20675

Million Air - Salt Lake City

Repair Station No. K5SR339N
303 N 2370 W
Salt Lake City, Utah 84116
Phone: 801 359-2005

DATE: 8/10/2010
A/C TSN: 4044 57
ENG TT: 3955 02
TSMOH: 139 92
TACH: 1684 32

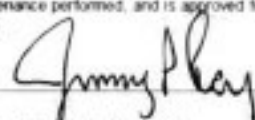
Engine Entries

ENGINE HAS BEEN INSPECTED FOR A 100 HOUR INSPECTION PER FAR 43 APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. ENGINE COMPRESSION CHECK C/W. CHECKED AS FOLLOWS: #1 79/80, #2 78/80, #3 79/80, #4 79/80, #5 78/80, AND #6 79/80. CHECKED SATISFACTORY. ENGINE OIL DRAINED HOT. OIL FILTER REMOVED AND INSPECTED FOR CONTAMINANTS. NO DISCREPANCIES NOTED. NEW OIL FILTER P/N CH48110-1 INSTALLED AND SAFETIED. OIL SUCTION SCREEN REMOVED AND INSPECTED FOR CONTAMINANTS. NONE FOUND. OIL SUCTION SCREEN REINSTALLED WITH NEW GASKET P/N MS35769-21 AND SAFETIED. ENGINE SERVICED WITH 12 QTS OF AEROSHELL 15W50 OIL. RAN AIRCRAFT. LEAK CHECK SATISFACTORY. FUEL PRIMER HOSE BEHIND #6 CYLINDER DISASSEMBLED AND REPLACED FLEX HOSE WITH NEW 306-4 (3Q 08) HOSE AND REASSEMBLED HOSE W/ORIGINAL FITTINGS. FUEL PRIMER HOSE AFT OF #5 CYLINDER DISASSEMBLED AND REPLACED FLEX HOSE WITH NEW 306-2 (3Q 08) HOSE AND REASSEMBLED HOSE W/ORIGINAL FITTINGS. ADEL CLAMP FOR FUEL PRIME LINE AFT OF #5 CYLINDER REMOVED AND REPLACED WITH A NEW CLAMP P/N MS21919WDG2.

I certify the airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Million Air SLC Repair Manual Systems and the Federal Aviation Regulations under which the operator is certified, and was determined to be in an Airworthy Condition at this date and time with regards to the inspection(s) and/or maintenance performed, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order No. 20675.

DATE: 8/10/2010

SIGNED:



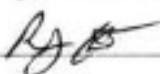
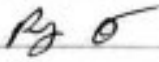
Work Order: 20675

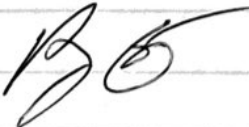
By

Certified Repair Station No. K5SR339N

Printed by EBis 3 (datcomedia.com)

DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
8-13-2011	Eng TT: 3967.23	TSMOH: 152.13 Tach: 1696.53. Completed 100hr/Annual insp. IRW Manufactures maint. data and Piper Comanche Inspection Report 230-203. Completed D.P.F. Comp. test #1 79/80 #2 76/80 #3 78/80 #4 75/80 #5 79/80 #6 76/80. Drained oil. Cut + Insp oil filter. Normal wear noted. Serviced engine w/ 12 qt's R.S. 15W 50 oil and CH 48110 oil filter. Checked mag to engine timing ok. Cleaned + gapped plugs. Completed AD research thru 2011-16 bi weekly release. See complete AD list in PIC records. Run-up and leak check satisfactory.
		I CERTIFY THAT THIS AIRFRAME/ENGINE HAS BEEN INSPECTED WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE AIRWORTHY THIS DATE.  MATTHEW J. PANTONE A & P 33280671A
2-8-13	Tach 1710.6 ETT= 3981.3 SMOH= 166.2	compression test ① 80/80 ② 79/80 ③ 80/80 ④ 80/80 ⑤ 80/80 ⑥ 80/80 cut old oil filter no debris found. I certify that this engine has been inspected in accordance with an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition. Run up and leak check good. AP 514261613 IA
3-1-14	Tach 1742.5 ETT 4013.2 SMOH 198.1	compression test ① 80/80 ② 79/80 ③ 80/80 ④ 78/80 ⑤ 80/80 ⑥ 78/80. Removed oil filter, cut open no material found, installed CH 48110-1. cleaned + gapped spark plugs. Run up and leak check good. I certify that this engine has been inspected — continued next page —

DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
3-1-14		in accordance with an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition. Ry  AP534761613 IA
5-21-15		compression test ① 79/80 ② 78/80 ③ 78/80 ④ 79/80 ⑤ 79/80 Tach 1752.8 ⑥ 80/80. Owner changed oil. Removed oil filter ETT 4023.5 cut open, no material found, installed CH48110-1. SMOH 208.4 I certify that this engine has been inspected in accordance with an annual inspection per FAR 43 Appendix D and was determined to be in airworthy condition, run up and leak check good. Ry  AP534761613 IA
8-25-16		compression test per AC43.13-1B CH61 Par. 8-14 Tach 1763.59 (b) (9-27-01) ① 80/80 ② 78/80 ③ 79/80 ④ 78/80 ⑤ 80/80 ⑥ 79/80 ETT 4034.3 owner changed oil on 8-23-16. Removed oil SMOH 219.2 filter, cut open, no material found, installed CH48110-1. cleaned + gaped all lower spark plugs. Run up + leak check good. Ry  AP534761613
8-25-16		I certify that this engine has been inspected Tach 1763.59 in accordance with an annual inspection ETT 4034.3 per FAR 43 Appendix D and was SMOH 219.2 determined to be in airworthy condition. Ry  AP534761613 IA

DATE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED -- SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
4-26-24		Compression test per AC43.13-1B CHG. 1
Tach:	1762.87	Par. 8-14 (b) (9-27-01) ① 79/80 ② 80/80 ③ 79/80
ETT:	4038.58	④ 78/80 ⑤ 78/80 ⑥ 80/80. Changed oil +
ESMOH:	223.48	filter, cut old filter open, found clean,
		serviced with Aeroshell 15/50 + CH48110-1.
		cleaned + gaped all lower spark plugs
		Run up + leak check good.
		By  AP 534761613
4-26-24		I certify that this engine has been
Tach	1762.87	inspected in accordance with an
ETT	4038.58	annual inspection per FAR 43
ESMOH	223.48	Appendix D and was determined to
		be in airworthy condition.
		By  AP 534761613 IA
6-10-26	N5365P	Tach: 1768.10 ETT: 4038.81 ESMOH: 223.71
		Compression test per AC43.13-1B CHG. 1 Par. 8-14 (b) (9-27-01) 1) 80/80 2)
		78/80 3) 79/80 4) 79/80 5) 80/80 6) 80/80. Removed oil filter, cut old filter,
		found clean, serviced with CH48110-1. Cleaned and gaped lower spark plugs.
		Run up and leak check good.
		AP 534761613
		
6-10-26	N5365P	Tach: 1768.10 ETT: 4038.81 ESMOH: 223.71
		I certify that this Engine has been inspected in accordance with an annual
		inspection per FAR 43 Appendix D and was determined to be in airworthy
		condition.
		 AP 534761613 IA

THE **adlog**TM AIRCRAFT
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SYSTEM

BOOK 2
**PROPELLER
MAINTENANCE
RECORDS**

PROPELLER MAINTENANCE RECORDS

Log No. 2
*SEE ENGINE LOG
BOOK*

Aircraft Registration No. N5365P
Propeller Manufacturer HARTZELL
Hub Model HC-82 V Series
Blade Design No. 8433-7/A5217/A5015
Hub Serial No. 1416N

Blade Serial No's.

1. A5217
2. A5015
3. _____
4. _____

Pitch Range:

High _____ Low _____
Feather _____ Reverse _____

Governor Manufacturer _____

Model No. _____

Serial No. _____

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

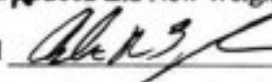
- | | |
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| ☐ Right | ☐ Left |
| ☐ Front | ☐ Rear |

(All applicable information must be filled in)



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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				
N5365P HARTZELL HC-82VK-1D1 141GN				
12/10/01				
Propeller tack time : 1098.88				
Propeller total time : 3489.08				
Propeller TSMOH : 567.58				
1) 100 hour inspection.				
2) AD's checked for compliance.				
I certify that this Propeller has been inspected in accordance with an 100 hour inspection per the Piper Comanche service manual and Appendix D of FAR 43. And was determined to be in airworthy condition.				
Signed  Cordt R. Treglown IA 409374159 12/10/01				
N5365P PA 24-250 24-414 COMANCHE 250				
04/08/2002				
Airframe tack time: 1145.03				
Airframe total time: 3445.03 ^{3535.23} cas				
1) Removed propeller HC-82VK-2D SN: 141GN, propeller governor A21350-4 SN: 504404, and spinner and bulkhead. Installed NEW propeller HC-C2YK-1BF/F8477D-5R SN: CH35343B, OVERHAULED Hartzell propeller governor F4-4A SN: D2054TJ, and NEW Spinner and bulkhead 82-A3519 SN: BE157 in accordance with Johnston Aircraft services, Inc. FAA sealed STC Number SA3550NM and SE3552NM. (See 337 dated 04/10/2002 and New Weight and Balance). Leak check and ops check good.				
Signed  Cordt R. Treglown A&P/IA 409374159				
See Hartzell Log Book				
SUB-TOTALS this page				
TOTALS—Carry forward to next page				

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				
PROP MODEL HC-C2YK-1BF PROP S/N: F8477D-SR REG. NO: N5365P WORK ORDER: 14248 Keystone Aviation Repair Station No. K5SR339N 303 N 2370 W Salt Lake City, Utah 84116 Phone: 801 359-2085 DATE: 7/31/2006 A/C TSN: 4028.2 PROP TT: 493 TSPOH: 493 TACH: 1638				
Prop Entries PROPELLER ANNUAL/100 HOUR INSPECTION C/W PER PIPER COMMANCHE SERVICE MANUAL INSPECTION REPORT. PROPELLER APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME. The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Keystone Aviation L.L.C. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order.				
DATE: 7/31/2006 SIGNED: <i>Mark A. French</i> refrench Certified Repair Station No. K5SR339N Work Order: 14248 Printed by EBis 3 (datamedia.com)				

 Aviation Services of Northern Arizona, LLC 3625 N. Airport Road Williams, AZ 86046	N#	9435P	SER #	24-414	Propeller
	Date:	3-16-08			
	A.C.T.T.	4045.77	TACH:	1655.57	
	Prop T.T.	510.57	S/N	CH35343B	

1. **Completed an Annual Inspection** in accordance with the Hartzell service manual and FAR 43 appendix D.

I certify that this Propeller has been inspected in accordance with an ANNUAL inspection and is approved for return to service.

Signature: **Fred Steffensmeier** *Fred Steffensmeier* Certificate: **A&P31653321A**

PROP MODEL HC-C2YK-1BF PROP S/N: F8477D-SR REG. NO: N5365P WORK ORDER: 18746 Million Air - Salt Lake City Repair Station No. K5SR339N 303 N 2370 W Salt Lake City, Utah 84116 Phone: 801 359-2085 DATE: 4/23/2009 A/C TSN: 4028.2 PROP TT: 522.92 TSPOH: 522.92 TACH: 1667.95				
Prop Entries PROPELLER ANNUAL/ 100 HOUR INSPECTION C/W PER FAR 43 APPENDIX D. PROPELLER APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED AT THIS DATE AND TIME.... PROPELLER BLADES DRESSED AND PAINTED AS NEEDED. The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Million Air SLC Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file under Repair order.				
DATE: 4/23/2009 SIGNED: <i>Jimmy P. Kauf</i> JP Kauf Certified Repair Station No. K5SR339N Work Order: 18746 Printed by EBis 3 (datamedia.com)				
				SUB-TOTALS this page
				TOTALS —Carry forward to next page

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TOTALS—Carry forward to next page