

AIRCRAFT LOG

037490



SEE
NEXT

AIRCRAFT LOG

PIPER AIRCRAFT CORPORATION

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

N2672Q

Aircraft
Registration Number

Part No. 230715

AIRCRAFT DESCRIPTION

Registration No. N2672Q

Model: PA28R-201 Popular Name: Arrow III

Serial No.: 28R-7737040 Type Certificate No.: 2A13

Colors: _____

SEE WEIGHT AND BALANCE

Engine Manufacturer: Lycoming Propeller Manufacturer: McCawley

Original Engine Model: Fo 360-116 Original Propeller Model: B2D34C213

Serial Numbers: Single L-17000-51A Hub or Serial Number: Single 770978

Left _____

Left _____

Right _____

Right _____

Blade Numbers

Left

Right

B68B66
B68338

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				<p>THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) HAVE BEEN TESTED TO <u>20,000</u> FT. ON (L) <u>12-10-76</u>, (R) <u>n/a</u></p> <p>SIGNED <u>Jimmie P. Lanfai</u> DATE <u>MAR 17 1977</u></p>
				<p>I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>MAR 17 1977</u>, I/A/W FAR 21.183(a) PER 21.273.</p> <p><u>Jimmie P. Lanfai</u> FAA DOA SO-1.</p>
MAR 17 1977	1.47			
Total To Carry Forward	1.47	1.47		

Registration No. N26720

and Remarks

Signature

Certificate No.

3/26/77

TACH: 11.3

INSTALLED KING RADIO GROUP AND MARCO
DME ACCORDING TO MANUFACTURE SPECIFICATIONS.
SEE WEIGHT AND BALANCE THIS DATE FOR DETAILS.

K.C. PIPER SALES
J. Lawrence
2216259

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
3/26/77	TACH: 11.3			
<div style="border: 2px solid black; padding: 10px;"> <p>I certify that Transponder model <u>KT 76</u> S/N <u>35438</u> installed in this aircraft has been tested and found to comply with the requirements of FAR.91.177, and is approved for return to service.</p> <p>W/O # <u>17691</u> Signed <u>J. Lawrence</u> for Repair Station #3361</p> </div>				
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

4/28/77 TACH TIME 52.85 C/W Piper Service Bulletin #561 part
2 on Battery lead relocation. Replaced left brake wheel
cyl. and bleed. brakes. END

DECATUR AVIATION
PERTINENT DETAILS OF THE REPAIR
ARE ON FILE AT THIS REPAIR STATION
UNDER ORDER

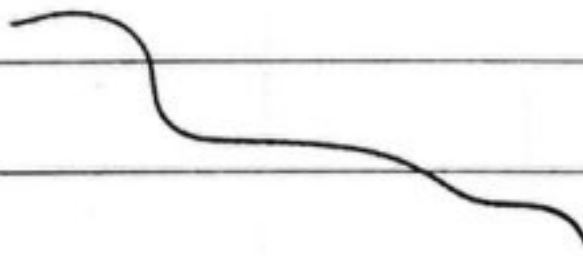
NO. 6128 DATE 4-28-77 TACH. 52.85

David D. Feary FOR
Decatur Aviation, Inc. F.A.A. REPAIR
d/b/a DECATUR PIPER STATION
DECATUR AIRPORT C19-50
DECATUR, ILLINOIS

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				Install and/or removed Avionic Components as listed in Minor Alteration Form Date: <u>4-30-77</u> Work Order No. <u>37042</u> on file at (JA, Inc.) New Aircraft Empty Weight: <u>1723.3</u> New Aircraft EWCG: <u>84.74</u> New Aircraft Useful Load: <u>1026.7</u> Signed by <u>Ronald B Johnson</u> JOLIET AVIONICS, INC. DuPage County Airport West Chicago, Illinois 60185 FAA Approved Repair Station No. 3159
				STATIC SYSTEM TESTED THIS DATE <u>4-30-77</u> IN ACCORDANCE WITH F.A.R. 91.170, AND PART 43, APPENDIX 3 AS REQUIRED. JOLIET AVIONICS, INC. F. A. A. REPAIR STATION #3159 SIGNATURE: <u>Ronald B Johnson</u>
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>4-30-77 Installed King KE-127 S/N 24659 Blind Encoder interconnected with a King KT-76 S/N 35438 transponder in accordance to Appendix 1, Advisory Circular 43.6. Blind Encoder and transponder checked with IFR, ATC-600 test set in accordance with Part 43, Appendix "F" for compliance with FAR 91.177 and FAR 91.36. See Form 337 and weight and balance this date.</p> 	<p>over.</p>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
	<p>DATE <u>4-30-77</u> MODEL <u>KT-76</u> S/N <u>35438</u> TRANSPONDER TESTED IN ACCORDANCE WITH PART 43, APPENDIX "F" FOR COMPLIANCE WITH FAR 91.177 THIS DATE. JOLIET AVIONICS, INC. FAA REPAIR STATION #3159 CLASS II</p>			
	<p>Signature <u>Ronald B Johnson</u> Alternate Inspector</p>			
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
5-6-77	74 hrs.	
Replaced left gear retract cylinders under Piper Warranty Added fluid to power pack. Checked gear retraction.	MUNCIE AVIATION CO GOVERNMENT APPROVED REPAIR STATION NO. 201	
MECHANIC	Wilbur D. Remy	
A. & E. No.	Chief Inspector	

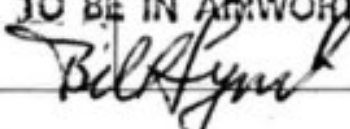
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6-29-77	Brought Forward →	155 hrs	153 hrs	Serviced battery, electrical system, retraction sealed Ekt Battery replaced No AD notes applicable
1-19-78			378 hrs	Serviced battery, brake landing gear + check air Installed all new brake new nose gear down nose gear actuating No AD notes applicable
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
broken, hydraulic system & Sub-gear, cracked gear windshield. date <u>Nov 1981</u> this date	I certify that this aircraft has been inspected in accordance with a <u>Pre-flight</u> inspection and was determined to be in Airworthy condition. Repair Station No. 001 Signature <u>William D. Perry</u> A & E No. <u>Chief Inspector</u> Morse Aviation Co.	
hydraulic, & electrical system, wheel inspected. Installed both main tires new linings. C/w PSB 578A by installing any. C/w PSB 563 by installing new not bearing. repaired wheel bearing This date.	I certify that this aircraft has been inspected in accordance with a <u>Visual</u> inspection and was determined to be in Airworthy condition. Repair Station No. 001 Signature <u>John A. Cas</u> A & E No. <u>John R. 241</u> Morse Aviation Co., "J" 2	

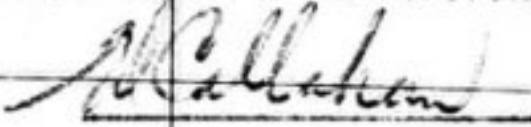
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
<p>Removed wheels, cleaned, insp. wheel brgs, & re-packed. Chkd wheels for cracks. Chk'd all control surfaces & cont cables. Inst new brake lining on lft brake. Performed a retraction test. C/W. 58625</p> <p>Found ample room between lines. For S. B. 623 & removed washers under heads of mounting screws. Completed insp. using Piper snap report. Completed report, & up-dated AD. list. & discrepancy list given owner</p> <p>Test flight satisfactory. Randy Russell 2566886 2167</p>				
			DATE <u>2-10-79</u> TOTAL AIRCRAFT TIME _____ HRS.	
			TACH READING <u>632</u> I CERTIFY THAT THIS	
			AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE	
			WITH AN ANNUAL INSPECTION & WAS DETERMINED	
			TO BE IN AIRWORTHY CONDITION.	
Total To Carry Forward			 BILL LYNCH IA 1261243	

Registration No. _____

W. O. No. 18490
Agency under 18490
Date 11-23-79
Service, Partment details of the repair are on file at this
Air Registration and will be furnished upon request.

and Remarks	Signature	Certificate No.
<p>5-16-79 Re installed remote blind encoding altimeter. Static system leak checked as per FAR 91.170.</p>	<p>Robert G. Winnick</p>	<p>CRS # 3265</p>
<p><u>696 HRS</u></p>		
<p>I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter has been tested to <u>18,000</u> feet.</p> <p>Signature <u>[Signature]</u> Date <u>01-11-80</u> WP # <u>8-3738</u> Certificate Number R. S. 201 MUNCIE AVIATION CO</p>		<p>The ATC transponder tests and inspections required by FAR 91.177 were performed this date and found to comply with FAR 43, Appendix F.</p> <p>ATC transponder No. 1 <u>KT 76</u> S-11 <u>35438</u></p> <p>Details of this inspection are on file at this repair station under w-o No. <u>8-3738</u> Date <u>1-11-80</u> Signature <u>[Signature]</u> Certificate No. R S 201 Muncie Aviation Co. P. O. Box 1169 Muncie, IN. 47302</p>

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
1-22-80	Installed repaired blind encoder. Static system Leak checked Per FAR 91.170			Robert G. Winick CRP 724
2/1/80	Tech 725.1	This aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.		 MS 21030 4985 EA All Brakes relined, brakes serviced, all controls lubed, gear struts completed, EIR removed; minor maintenance performed.
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
5/31/80	Rec tack,	824.1	100 hr this date,	Retraction test run Lubed hinge points Rest of craft routine Checked Hydro System M. K. Sheets A&E-16914
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>8/15/80 - 100 hr Insp. Landing gear cycled. A.D.'s checked to date, Rest routine</p> <p>I certify that this aircraft has been inspected in accordance with an <u>annual</u> inspection and was determined to be in an Airworthy condition</p> <p>Date, <u>8/15/80</u></p>	<p><i>W. R. Sheehan</i> AIC-16914-2A</p>	

Registration No. _____

and Remarks	Signature	Certificate No.
<p>Date <u>Aug. 2, 81</u>... Year Aircraft Time <u>0951:9</u> I certify this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.</p>	<p><u>C/W AD. 76-07-02</u></p>	
<p>Signature <u>[Signature]</u> A&P No. <u>1252567IA</u> <u>RELINED BOTH BRAKES, 400 HR. VALVE INST. AS PER AVCO</u> <u>LYCOMING & P.A.C., INSTALLED NEW REBAT R-35 BATTERY, NEW</u> <u>VAC. REQ. AIR FILTER, CLEANED NICKS OUT OF PROP BLADES &</u> <u>REPAINTED, C/W AD. 80-24-03 NYLON WASHERS INSTALLED, C/W AD.</u> <u>80-19-01 ON MUFFLER & HEAT SHROUD, C/W AD. 78-09-07^{R1} MAG.</u> <u>IMPULSE WEAR INST. ALL APPLICABLE AD. NOTE COMPLIED</u> <u>WITH AS INDICATED ON A.D. NOTE RECORDS ATTACHED THESE RECORDS,</u> <u>THRU SERIES 81-13</u></p>	<p><u>OPS OKED.</u></p>	

Registration No. _____

and Remarks	Signature	Certificate No.
<p>Date <u>April 16, 82</u> 1000 Aircraft Time <u>1036:6</u> I certify this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ACCESSORIE CHANGE</u> inspection and was determined to be in airworthy condition. Signature <u>Frederick S. Osterburg</u> A & P No. <u>125-2567</u> <u>REMOVED INOP. ELECTRIC FUEL BOOST PUMP</u> <u>AND REPLACED WITH NEW UNIT P.A.C. P/N 481-780</u> <u>S/N 46928. UNIT OPS TESTED & LINES PRESS.</u> <u>LEAK TESTED.</u></p>		
<p><u>6-18-82</u> <u>REPLACED ELECTRIC FUEL BOOST PUMP -</u> <u>TAC-1064:3</u> <u>OPERATIONALLY CHECKED O.K.</u> <u>PART # 67881-05</u> <u>M.C. Thompson</u> <u>M10089-A&P.</u></p>		

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance	and Remarks	Signature	Certificate No.
	This Date	Total					
3-31-82	Brought Forward →		1008.7	Inspected airframe Per 100 hr inspection, no oil change This Time, compression check on engine @ 7/80 @ 7/80 @ 7/80 checked mag timing 21° BTDC, serviced spark plugs, tightened crankcase half + oil reservoir bolts, Lubed as necessary, serviced battery, changed ELT battery, leak checked engine no leaks found at This Time, found aircraft in airworthy condition for return to service, complied with all applicable A.D. notes at This time. Racked all wheel brags.			
I certify that this aircraft has been inspected in accordance with <u>ANNUAL</u> inspection and was determined to be in <u>airworthy</u> condition.							
M. G. THOMPSON AET-MINOR DATE M.C. Thompson 9/1/82 IA							
For Down Town Air-Motive: Sheldon Joseph Benedict ATP369408683							
Total To Carry Forward							

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10-4-82	Brought Forward →	1134.98		Reinstalled D.G. + Artificial Horizon after overhaul by Air Dallas Instruments Inc. For Down town Airmotive; Theodore Joseph Benedict ATP 369408683
11-9-82		1149.8		Installed D.G. after overhaul by Air Dallas Instruments Inc.
Total To Carry Forward				Theodore J Benedict ATP 369408683

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-20-84	Brought Forward →		1292	COMPLIED WITH FAR 91.25 BOTH VOR'S TO BE WITHIN
ATC transponder tests and inspections required by FAR 91.172 were performed this date 03-23-84 and found to comply with FAR part 43 Appendix F. No. 1: King KT 76 # 35438 No. 2 W.O. # 11715 Signed: <i>J. E. Nendralen</i> Northeastern Avionics, Inc. E-19-49				FAR 91.171 has been accomplished I/A/W Part 43 APP E Para. A, B, C as appropriate. The altimeter has been tested to <u>20,000</u> feet. Signature: <i>J. E. Nendralen</i> make <u>Kollmorgen</u> model <u>20K</u> serial <u>31412B16</u> date <u>03-29-84</u> Northeastern Avionics, Inc. E-19-49
8-27-84				COMPLIED WITH FAR 91.25 BOTH VOR'S TO BE WITHIN
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
PERFORMED DUAL VOR CHECK AND FOUND ACCEPTABLE TOLERANCES AND SUITABLE FOR IFR FLIGHT	<i>Daryl Remying</i>	#46468974
PERFORMED DUAL VOR CHECK AND FOUND ACCEPTABLE TOLERANCES AND SUITABLE FOR IFR FLIGHT	<i>Daryl Remying</i>	46468974

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance	and Remarks	Signature	Certificate No.
	This Date	Total					
11-1-84	Brought Forward →				Routine lubrication and servicing performed. I certify the aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition. Task 1392		
1-11-85					842V Functional test of ELT OK Task 1408R2		
Total To Carry Forward							

Wm John Anderson
1597527 IA

Wm John Anderson
1597527 ATP

REPLACE ELT BATTERY BY:
OCT 28 1986

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
<p>FAR 91.171 ^{Brought forward} has been accomplished IAW Part 43 APP E Para. A, B, C as appropriate. The altimeter has been tested to <u>20,000</u> feet.</p>				<p>ATC transponder tests and inspections required by FAR 91.172 were performed this date <u>24 May '86</u> and found to comply with FAR part 43 Appendix F.</p>
<p>Signature <u>F. E. Pawley (CAR)</u></p>				<p>No. 1: <u>King KT 76</u> No. 2: <u>Ser # 35438</u></p>
<p>Make <u>Holloman</u> Model <u>20,000'</u></p>				<p>W.O. # <u>B1350</u> Signed: <u>F. E. Pawley (CAR)</u></p>
<p>Serial <u>31482B1c</u> Date <u>29 May 1986</u></p>				<p>VIP Aero Instruments Brainard Airport Hartford, Conn. E19-66</p>
<p>VIP Aero Instruments Brainard Airport Hartford, Conn. E19-66</p>				
<p>Total To Carry Forward</p>				

Registration No. _____

and Remarks	Signature	Certificate No.
2-1-87		
Installed new ELT ext. date 8-89 ELT tested OK		
Repaired central vac reg filter B3-5-1. Seal leaking		
at fuel tank, vent P/N 36625-03 repaired. Changed EGT;		
probe. Installed amp meter Part P/N 765186V. I certify		
this aircraft has been inspected in accordance		
with an annual inspection and was determined		
to be in an airworthy condition.		
Task 1616.9 hrs	Wm John Dinkewicz	
	1597527 IA	

Registration No. _____

and Remarks

Signature

Certificate No.

4-4-89 TACH 1792.08 Has opened up PLATES
+ ACCESS PANELS, REMOVED INTERIOR AS REQUIRED,
GRUBS + LUBES ROUTINE ADPT + LANDING GEAR,
PERFORMED LANDING GEAR RETRACTION CKT - normal
+ EMERGENCY, CKTS ALL LITAS + CONTROL FOR
OLS, SERVICED BATTERY, BRK BRK RESERVOIR,
HYD SYSTEM + GASOLATOR, REPLACED MAIN
TIRES, REPLACES FLEXIBLE BRK HOSES
ON MAIN LANDING GEAR, REPLACES ONE
BRK PAD, REPLACES "8" RINGS IN
HAND BRK - BLEED ENTIRE BRK SYSTEM

COUPY

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
SERVICES ALL LANDING GEAR STRUTS WITH HYD OIL + NITROGEN, REPLACES PILOTS SIDE WINDOW - PLACARDS PITOT HEAT "INOP" REPLACES AIR DUCT TO OIL COOLER REPLACES SOLY AIR DUCT TO HEAT MUFF - J Smith AT 193154				
NO 76-07-12 MINNAPIX - OPS CAT OK 4-4-89 TAD 1792.08 AN - RUNNING OUT 100 HR ANNULCH — J Smith AT 193154				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p style="text-align: center;">MILLS AVIATION HANGAR # 12 WESTOVER METROPOLITAN AIRPORT CHICOPEE, MA. 01022 TEL. # (413) 593-5401</p>	<p>I certify that this aircraft has been inspected in accordance with the Rules inspection and was determined to be in airworthy condition.</p> <p>Date <u>4-4-89</u> Tach <u>792.08</u> W.O. # <u>870</u> Signature <u>[Signature]</u> Cert. # <u>1A1931548</u></p>	
<p>MAY 30, 1989</p>		
<p>INSTALLED NEW FUEL BOOST PUMP MOTOR # 8850-5 SER # 389</p>	<p><u>D.R. Ewin</u> # 433412 NP</p>	
<p>JULY 3, 1989</p>		
<p>INSTALLED OVERHAULED BOOST PUMP SER # 51985. GROUND CHECK O.K. YELLOW TAG REAR OF BOOK -</p>	<p><u>D.R. Ewin</u> # 433426 NP</p>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4/19/90	Brought Forward →	2013.06		
<p style="font-size: 1.2em; margin: 0;">checked complete airframe and lubed all control surfaces checked Rudder form air trim wing fueling gear</p> <p style="font-size: 0.8em; margin: 0;">I certify that this Aircraft has has been inspected in accordance with an annual/100 hr. inspection and has been determined to be in an airworthy condition.</p> <p style="font-size: 0.8em; margin: 0;">Signed: <i>Douglas E. Durfee, Jr.</i> Douglas E. Durfee, Jr. A & P 42288921 IA</p>				
Total To Carry Forward				

This Date
Brought Forward →

Total

Recorder
Reading

Maintenance

FEB. 25, 1991

INSTALLED OVERHAULLED ALTIMETER
PART # 371K-05 S/N # 22091

THIS DATE:

D. R. Ewin # 433426 AVP

2/25/91 TACH 2114.17

REMOVED WIRING HARNESS FOR TRANS-CAL D120-P2-T
BLIND ENCODER - REWIRED ENCODER CONNECTOR AND REINSTALLED
• HARNESS - ALL WORK PERFORMED IN ACCORDANCE WITH AC43.13-1A & AC43.13-NO
CHANGE MAINTENANCE RELEASE WEIGHT & BALANCE INFORMATION

The aircraft and/or component identified above was repaired and inspected in accordance with FAA Regulations and was found airworthy to return to service. Pertinent details of the repair are on file at this agency under work order:

VIP AERO
INSTRUMENTS & AVIONICS
BRAINARD AIRPORT
HARTFORD, CT 06114
EAA REPAIR STATION
NO. TH5R223N

Total No. ... A10585 ... Date ... 2-25-91 ...
Carry Forward
Signed

Registration No. _____

and Remarks	Signature	Certificate No.
<p>AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM TESTED TO <u>20,000</u> FEET AS REQUIRED BY FAR 91.171 IAW FAR 43, APP. E, PARA. C.</p> <p>INSP. WORK ORDER <u>WORK ORDER A10585</u></p> <p>MAKE <u>TRASS-CAL</u> MODEL <u>D120-P2-T</u></p> <p>SERIAL <u>24659</u> DATE <u>2/25/91</u></p>	<p>ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.172 WERE PERFORMED ON <u>2/25/91</u> AND FOUND TO COMPLY WITH FAR PART 43 APPENDIX F.</p> <p>INSPECTOR WORK ORDER <u>WORK ORDER A10585</u></p> <p>MAKE <u>KING</u> MODEL <u>KT76</u></p> <p>SERIAL <u>35438</u></p>	
<p>VIP AERO INSTRUMENTS & AVIONICS</p> <p>BRAINARD AIRPORT</p> <p>HARTFORD, CT 06114</p> <p>EAA REPAIR STATION</p> <p>NO. TH5R223N</p>		

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
MAR. 28 1991	Brought Forward →	2116.2		
	INSTALLED FACTORY OVERHAULED PROPELLER			
	SERIAL # 770978 THIS DATE. RUNUP CHECK			
	O.K.		D. P. Quinn	433426 A4P
MAY 17, 1991	TACH 2145.44			
	REMOVED, REPAIRED & REINSTALLED TRANS-CAL D120-P2T BLIND ESCOOL - ALL WORK PERFORMED IAW CURRENT FAA REGULATIONS			
	MAINTENANCE RELEASE			
	The aircraft and/or component identified above was repaired and inspected in accordance with FAA Regulations and was found airworthy to return to service. Pertinent details of the repair are on file at this agency under work order:			VIP AERO INSTRUMENTS & AVIONICS BRAINARD AIRPORT HARTFORD, CT 06114 FAA REPAIR STATION NO. TH5R223N
	No: A10153	Date: 5-17-91		
Total To Carry Forward	Signed: [Signature]			

Registration No. _____

3073

and Remarks

Signature

Certificate No.

FAR 91.411 HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH PART 43 APPENDIX E PARAGRAPH A, B, & D. THIS ALTIMETER HAS BEEN TESTED TO 20,000 FEET AND FOUND SATISFACTORY FOR RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS FACILITY.

INSPECTOR [Signature] WORK ORDER A0585

MAKE KOLTSMAN MODEL D-2000-1

SERIAL A260 DATE JUNE 18, 1991

VIP AERO
INSTRUMENTS & AVIONICS
BRAINARD AIRPORT
HARTFORD, CT 06114
FAA REPAIR STATION
NO. THSR223N

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4/29/91	Brought Forward →	2143.70		
<p>checked all controls, pulleys and checked cables.</p> <p>checked pilot controls and yoke and checked.</p> <p>AD. 76-07-12 DUE. EVERY-100HR checked</p> <p>and lubed all control surfaces swing gear.</p> <p>and Greased. Wheels.</p> <p>ELT. DUE. AT THIS TIME</p>				
<p>I certify that this Aircraft/Engine has been inspected in accordance with an annual/100 hr. inspection and has been determined to be in an airworthy condition.</p>				
<p>Signed <u>Douglas E. Durfee, Jr.</u></p>				
<p style="text-align: right;">Douglas E. Durfee, Jr. A & P 42288921 FA (</p>				
Total To Carry Forward				

Registration No. N2672Q

and Remarks

Signature

Certificate No.

6/3/91 TACH 2158.57

REMOVED, REPAIRED AND REINSTALLED KT76 TRANSDUCER,
KR86 ADF RECEIVER AND KX170B NAV/COMM - ALL WORK PERFORMED
IN ACCORDANCE WITH AC43.13-1A AND FAA REGULATIONS - NO
CHANGE TO AIRCRAFT WEIGHT & BALANCE INFORMATION - REMOVED
KOLLMAN 371K-C5 ALTIMETER, TESTED AND REINSTALLED
UNIT

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with FAA Regulations and was found airworthy to return to service. Pertinent details of the repair are on file at this agency under work order:

No: ... A10780 ... Date: ... 6-3-91 ...

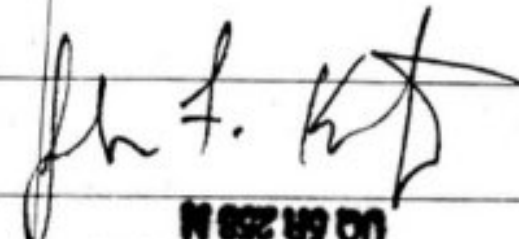
Signed: 

VIP AERO

INSTRUMENTS & AVIONICS

BRAINARD AIRPORT
HARTFORD, CT 06114
FAA REPAIR STATION
NO. TH5R223N

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
7-24-91	Removals KING 20 KX-170B's, KI-201C, & KI-214 - INSTALLED KING KX-155/KI209, KX-155/KI-208, & KLN-88 Lonon @ System.			
	CARROLL AVIONICS, INC. WESTERLY AIR SERVICE BLDG. STATE AIRPORT WESTERLY, RI 02891		 JOHN F. K...	FAA REPAIR STATION NO 68 258 N

forward

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
5/11/92	Brought Forward →	2332.08	✓	
<p style="font-size: 1.2em;">checked all control surfaces and lubed all control cables all pulleys</p> <p style="font-size: 1.2em;">checked control yokes FAW-AD-76-07-12 Due every 100HR. two new Main Gear two 600-6 - at this time greased Main Gear and Sway Gear. at this time checked elevator bushing and Rudder Horn</p> <p style="font-size: 1.2em;">ELT Due at this time</p> <p style="font-size: 1.2em;">Installed new ELT BATT This date - 6/10/92</p>				
<p style="font-size: 1.2em;">I certify that this aircraft has been inspected in accordance with an annual inspection and has been determined to be in an airworthy condition.</p> <p style="font-size: 1.2em;">Signature: <i>Douglas E. Durice, Jr.</i></p>				
Total To Carry Forward		Douglas E. Durice, Jr. A & P 4228921	F.	R. R. Eason 433426

Registration No. _____

and Remarks

Signature

Certificate No.

3/25/99 Installed Kollsman altimeter
ser. # 0313. See yellow tag.

D.P. Egan # 433426 h+p

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
22 Mar 93	Brought Forward →	2415.59	2415.59	
<p>All inspections annuals removed, cables checked & oil- all elect. wiring checked, radios checked, Landing gear checked, new tire on nose gear, aircraft jacked, gear tested o.k. Battery serviced, cables clean AD 76-07-12 checked, aircraft cleaned & returned to service. I certify this aircraft has been inspected IAW an annual inspection and found to be in air worthy condition</p> <p style="text-align: right; font-family: cursive;">Russell E. Wheeler AP 2144235 I.</p>				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
8 Aug. 94 - Tact Time 2458.8 Total Time 2458.8		
I certify this aircraft has been inspected IAW an annual inspection and found to be in an airworthy condition, AD 76-07-12 checked ok.		
Russell E. Wheeler ± A 2144235		
MAY. 17, 1996 TACH: 2464.88		
REMOVED MAIN GEAR SIDE BRACE STUDS IN ACCORDANCE WITH A.D. 95-20-07. INSPECTED WITH LIQUID PENETRANT FOR FRACTURE/CRACKS, NONE FOUND. PART # 95299-00-02 CLEANED, LUBED + REINSTALL. REPETITIVE INSPECTION REQUIRED AT 500 HR. INTERVALS. Dr. R. Erwin #433426 A+P		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
24 May 96	Total Time 2464.4		Tach 2464.4	
	all panels removed, cables labeled, controls checked, all elect. equ. checked, lights opp. checked, landing gear checked, brakes & wheels checked, bearings repacked, E.H.T. Dated Dec 97, all panels reinstalled, AD 79-18-05 C/W by inspection.			
	I certify this aircraft has been inspected I/Alw an annual inspection and found to be in an airworthy condition - Russell E. White AP2144235			
	Total To Carry Forward			

Registration No. N-2672 @

and Remarks

FAR 91.411 HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH PART 43 APPENDIX E PARAGRAPH A, B, C, D. THIS ALTIMETER HAS BEEN TESTED TO 20 K' FEET AND FOUND SATISFACTORY FOR RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS FACILITY.

INSPECTOR LC WORK ORDER 14133
 MAKE UNITED MODEL 5434P
 SERIAL 7K795 DATE 6-28-96

ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.413 WERE PERFORMED ON 6-28-96 AND FOUND TO COMPLY WITH FAR PART 43 APPENDIX F.

INSPECTOR LC WORK ORDER 14133
 MAKE Kralco MODEL KT-76
 SERIAL 35438

AUTOMATED REPORTING
 FEET AS R
 INSP. LC
 MAKE T/C
 SERIAL 24

INSTRUMENT
 BRAIN
 HARTFO
 FAA REC
 NO. 1

UNITED INSTRUMENTS

SCALE CORRECTIONS

Alt. Reads	Add Algebraically	
	Room Temp. °C	Low Temp. °C
-1000	-10	
0	-10	
500	-10	
1000	-10	
1500	-10	
2000	-10	
3000	-10	
4000	-10	
6000	-10	
8000	-10	
10000	-10	
12000	-10	
14000	-10	
16000	-10	
18000	-10	
20000	-10	
22000	-10	

DATE: 6-7-96 TESTED BY: SA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
July 8, 96 Brought Forward →		Tach Reads: 2474		Replaced nose gear trunion bushings & performed retraction test. Repositioned gascolator and exhaust stacks for cowling clearance. Adj alt belt tension. <div style="text-align: right; margin-top: 10px;"> <i>Randy Krotz</i> AEP 2486/68 </div>
July 25, 1996		2477.8		Replaced right main gear center bolt and bushings on center knuckle lower half. Removed Air Mast from gear retract system. Blew out mud slouber in both points. Test Blew and
Total To Carry Forward				

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and Remarks	Signature	Certificate
adjusted air speed settings. Checked Reservoir level and Fuel good.	John Lyman A&P 2100539	IA
Aug. 11 1996 Tach Reads: 2493 Installed Hobbs meter: Hobbs reads: 0000	Lindy Koot A&P 32486168	
Weight change negligible Sept. 24 1996 Tach Reads: 2541	Lindy Koot A&P 32486168	
Removed & reinstalled alternator (Tag Attached). Replaced alt belt. Replaced both Pitot Heat elements. Alternator & Pitot Heat sys, test OK.	Lindy Koot A&P 32486168	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	October 11, 1996	2550.1	
	<p>Removed alternator, installed new alternator as unit failed to operate properly. New unit appears operable. Removed nose strut, replaced upper bearing on oleo strut, replaced both bolts on trunnion pivot joints on top. Tightened lower drag link bolts and linkage. Removed #1 exhaust stack repaired minor crack by welding. Removed hydraulic reservoir and pump cleaned and reinstalled. Filled reservoir with Slud. Retraction test showed good operation. Removed</p>			
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

trim drum screw in tail section; cleaned, lubricated and reinstalled. Operation found much smoother. Cleaned all ground connections and any areas of corrosion. So changing system. Installed new voltage regulator and adjusted output to 14.5 volts.

John J. Anderson

POP 2100539 IA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
March 17, 97	Brought Forward →	2646.63	Tach/ Total	Time
<p>In addition to a normal annual inspection the following was accomplished: Removed all four brake linings; replaced with new parts. Removed left brake puck by wheel assembly; installed new "O" ring. Removed hand brake actuator - replaced "O" rings in actuator. Bled complete brake system. Installed doubler to plastic fairing forward of vertical fin. Removed all four pulleys in wing root area for aileron cables. These pulleys were frozen solid. Freed pulley bushings.</p>				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>lubricated and reinstalled. Removed left main fuel tank due to broken overflow vent line and both sender units were leaking. Replaced hose, resealed sender units. Reinstalled tank with new stainless steel screws. Applied LPS Procyon Corrossion block to all internal surfaces of wings and tail section. Adjusted cable tension of ailerons elevator and rudder. Removed electric pitch trim cable forward side which passes through pitch servo and replaced pitch drive pulley and cork tongue plate. Adjusted cable tension as per manual.</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				Replaced pressure regulator filter and vacuum inlet filter assembly. Foam filter due in 100 hours. (B3-51)
				(D9-18-1) inlet filter due in 500 hours. Replaced badly worn felt seals on nose wheel bearings. AC moved starter; had rebuilt by RLB accessory. Reinstalled and tested good.
				Complied with Piper Service Bulletin 836A by replacing all charging and starter cable wires with new copper #2 & #4 wire with new soldered lugs as needed. ASt
				installation adjusted voltage on regulator. Removed
	Total To Carry Forward			

LINE

Registration No. _____


and Remarks	Signature	Certificate No.
Narco DME 190 S/N 14804. See weight & balance adjustment at end of this entry. Installed Flightcom 403MC 4 place intercom system. Complied with A.D. 96-10-03 by installing appropriate bushing and clevis bolt on flap handle. No further action required.		
A.D. 95-26-13 concerning oil hoses complied with at time of engine change. Due again September 1999 on 1000 hours on hoses (3209.9). A.D. 97-01-01 previously complied under A.D. 95-20-07 at 2464.48 Tach Time Due again at (2964.48). Complied with A.D. 94-14-14 by installation of Kit # 764-377. This done		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
<p>there is no further action required. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p>				
				<p><i>John J. Jansena</i> AIP 2100539 IA</p>
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
<p>there is no further action required. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.</p>				
				John J. Jansen ATP 2100539 IA
Total To Carry Forward				

and Remarks	Signature	Certificate No.
<p>March 17, 1997 2646.63</p> <p>Complied with FAR 91.207 para. "D" by functional and visual inspection of ELT. Found all aspects in airworthy condition. Due again next annual.</p> <p style="text-align: right;">John Sjaulena AIP2100539 IA</p>		
<p>April 15th TACH</p> <p>VOR #1 + VOR #2 CHECKED</p> <p>AND FOUND WITHIN $\pm 4^\circ$ of DPA</p> <p>108.40 069°R ON GROUND</p>	<p style="text-align: right;"> Pilot-CEH 11346065.3</p>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
May 2, 1997	Brought Forward →	Tach reads: 2715		
	Rebuilt rt. brake caliper using MS28775-222 "O" ring. Bled brake sys. Inflated all tires to proper pressure.			Randy Koehn A&P 332482168
June 26 1997	Tach: 2786			
	Replaced both main tires with Aero Trainer 600x66 ply tires. Relined rt brake, OKS good.			Randy Koehn A&P 332482168
Total To Carry Forward				

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1

Repair Station #NF2R029L

AIRFRAME LOG

Type PIPER

PA28R-200

TT

N # 26720

S/N

e No.

REC. HR. METER 2795

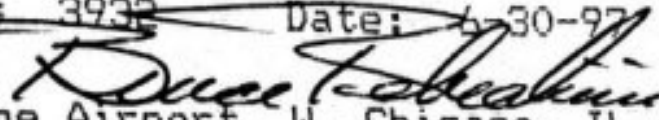
Alternator belt is frayed and cracked in several places-

Removed the propeller and old belt. Replaced the belt, installed the propeller and set the belt tension.

The aircraft, engine, appliance, or component identified was repaired & inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under W.O. # 3932

Date: 6-30-97

Signed: BRUCE P. REBECHINI



For

Joliet Avionics, Inc. DuPage Airport, W. Chicago, IL 60185

F.A.A. Approved Repair Station #NF2R029L

DATE

19 _____

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
TIME IN
SERVICE**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Aircraft Log
Piper PA28R200 N 26720

7/11/97

Resealed compass & Swung

The Aircraft and/or ~~its~~ ~~components~~ ~~above~~ were repaired
and inspected in accordance with current regulations of the
F.A.A. and is approved for return to service. ~~Part~~ ~~of~~
of repairs are on file at this repair station.

No. 4545 UNDER WORK ORDER Date 7/11/97

Signed [Signature]
Central Florida Air Maintenance [Stamp]
FAA No. FMOR477K
1582 Hanger Rd., Sanford, FL 32779

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
19				

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1

Repair Station #NF2R029L

AIRFRAME LOG

Type PIPER PA28R-200

TT

N # 2672Q

S/N 28R-7737040

REC. HR. METER 2911

Vacuum pump is inoperative-

Removed the cowl and inspected the pump. Removed the failed pump and installed a new Airborne 211CC pump S/N 05AN002411. Replaced the self locking hardware that made removal difficult and installed new Lycoming hardware. Cleaned the vacuum lines. Installed a new B3-5-1 relief filter and D9-18-1 central filter. Next relief filter is due in 100 hours by 3011.33 tach time. Next central filter is due in 500 hours by 3411.33 tach time. Tested the system for proper operation.

The aircraft, engine, appliance, or component identified was repaired & inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under W.O. # 4148 Date: 8-28-97

Signed: BRUCE P. REBECHINI

Bruce P. Rebechini

For

Joliet Avionics, Inc. DuPage Airport, W. Chicago, IL 60185

F.A.A. Approved Repair Station #NF2R029L

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L AIRFRAME LOG
 Type PIPER ARROW TT
 N # 2672Q
 S/N 7737040 REC. HR. METER 2839

EGT inop-
 Troubleshoot EGT, cleaned probe, connected Alcor EGT
 tester and calibrated instrument. Gauge is slightly
 sticky, probe is satisfactory.

Repair blast tube on right side of engine for right
 magneto-

Drilled out fasteners and reattached securely with 4ea
 rivets P/N CR3243-4-2.

The aircraft, engine, appliance, or component identified was
 repaired & inspected in accordance with current regulations
 of the Federal Aviation Agency and is approved for return to
 service. Pertinent details of the repair are on file at this
 repair station under W.O. # 4003 Date: 7-18-97

Signed: LEONEL C. FRITZ *Leonel Fritz* For
 Joliet Avionics, Inc. DuPage Airport, Chicago, IL 60185
 F.A.A. Approved Repair Station #NF2R029L

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L AIRFRAME LOG
 Type PIPER PA28R-200 TT
 N # 2672Q
 S/N 28R-7737040 REC. HR. METER 2988

LEFT STRUT IS FLAT-
 INSPECTED STRUT, CLEANED STRUT AND REPLACED SEALS USING
 ONE O-RING P/N MS28775-327, ONE O-RING P/N AN6230-5 AND
 ONE SEAL P/N 187627. SERVICED WITH 5606 AND NITROGEN.
 CHECKED FOR LEAKS, NONE FOUND.

The aircraft, engine, appliance, or component identified was
 repaired & inspected in accordance with current regulations
 of the Federal Aviation Agency and is approved for return to
 service. Pertinent details of the repair are on file at this
 repair station under W.O. # 4310 Date: 10-17-97

Signed: BRUCE P. REBECHINI *Bruce Rebechini* For
 Joliet Avionics, Inc. DuPage Airport, W. Chicago, IL 60185
 F.A.A. Approved Repair Station #NF2R029L

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L AIRFRAME LOG
 Type PIPER PA28-20R TT
 N # 2672Q
 S/N 28R-7737040 REC. HR. METER 577

EXHAUST STACK IS CRACKED ON THE #2 CYLINDER-
 REMOVED THE EXHAUST RISER ASSY AND SENT TO DAWLEY AVIATION
 FOR REPAIR. REINSTALLED THE EXHAUST RISER. REPLACED THE
 REMAINING 3 RISERS ATTACHING HARDWARE WITH NEW.

The aircraft, engine, appliance, or component identified was
 repaired & inspected in accordance with current regulations
 of the Federal Aviation Agency and is approved for return to
 service. Pertinent details of the repair are on file at this
 repair station under W.O. # 4338 Date: 10-29-97

Signed: BRUCE P. REBECHINI *Bruce Rebechini* For
 Joliet Avionics, Inc. DuPage Airport, W. Chicago, IL 60185
 F.A.A. Approved Repair Station #NF2R029L

AlterationsNumber of
specific entries.)

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
19 <u>97</u>				
11/25	3024.6			Replaced 52066 attitude gyro with 5410224E. Tested normal
				<p style="text-align: center;">MAINTENANCE RELEASE</p> <p>THE AIRCRAFT, AIRFRAME, ENGINE, APPLIANCE, OR COMPONENT IDENTIFIED WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER</p>
				WORK ORDER NUMBER <u>167370</u>
				DATE <u>11/25/97</u> SIGNED <u>Doug Mall</u> FOR
				<p style="text-align: center;">JOLIET AVIONICS INC. Dupage Airport West Chicago, IL 60185 FAA Repair Station NF2R029L</p>

DATE

19

RECORDING
TACH
TIMETODAYS
FLIGHTTOTAL
TIME IN
SERVICE**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L AIRFRAME LOG

Type PIPER PA28R-201 TT

N # 26720

S/N 28R-7737040 REC. HR. METER 3022

CO-PILOT'S SEAT BACK WILL NOT STAY UP-
 FOUND THE BEARING SHAFT BROKEN AND STOP SPRINGS BROKEN.
 ORDERED AND INSTALLED A NEW BEARING BOLT. SPRINGS WERE
 INSTALLED AT A LATER DATE ONCE RECEIVED.

GEAR WARNING LIGHT COMES ON AT CRUISE-
 11-5-97 JACKED THE AIRCRAFT. INSPECTED AND FUNCTION
 TESTED ALL 3 UPLOCK SWITCHES. CHECKED THE GEAR OPERATION
 AND OPERATING PRESSURES. CHECKED FOR ABNORMAL BLEED DOWN
 ONCE THE GEAR WAS RETRACTED. NO DEFECTS WERE FOUND.

11-19-97 THE PROBLEM REOCCURRED. JACKED THE AIRCRAFT AND
 RECHECKED. FOUND THE NOSE GEAR UP SWITCH INTERMITTENT.
 INSTALLED A NEW P/N 67411006 MICRO SWITCH, RIGGED AND
 TESTED FOR PROPER OPERATION.

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 2

Repair Station #NF2R029L

AIRFRAME LOG

Type PIPER

PA28R-201

TT

N # 26720

S/N 28R-7737040

REC. HR. METER 3022

THE AIRCRAFT, ENGINE, APPLIANCE, OR COMPONENT IDENTIFIED WAS
 REPAIRED & INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS
 OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO
 SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
 REPAIR STATION UNDER W.O. # 4378 DATE: 11-19-97

SIGNED: BRUCE P. REBECHINI



For

JOLIET AVIONICS, INC. DUPAGE AIRPORT, W. CHICAGO, IL 60185

F.A.A. APPROVED REPAIR STATION #NF2R029L

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L AIRFRAME LOG
 Type PIPER PA28R-201 TT 3036
 N # 2672Q
 S/N 28R-7737040 REC. HR. METER 3036
 REPAIR THE LH FRONT SEAT-
 AFTER ATTEMPTING TO INSTALL THE PARTS PREVIOUSLY ORDERED
 FOUND THE SEAT BACK STOPS, STOP BOLT, SHAFT ALL HAD BEEN
 DAMAGED SINCE THE SPRINGS WERE ORDERED.
 ORDERED AND INSTALLED A NEW SHAFT P/N 79230-00, (2) CAM
 ASSYS P/N 19365-02, AND BEARING P/N 79229-00. REASSEMBLED
 THE SEAT AND INSTALLED IN THE AIRCRAFT. TESTED FOR PROPER
 OPERATION.
 THE AIRCRAFT, ENGINE, APPLIANCE, OR COMPONENT IDENTIFIED WAS
 REPAIRED & INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS
 OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO
 SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
 REPAIR STATION UNDER W.O. # 4455 DATE: 12-03-97
 SIGNED: BRUCE P. REBECHINI *Bruce Rebechini* For
 JOLIET AVIONICS, INC. DUPAGE AIRPORT, W. CHICAGO, IL 60185
 F.A.A. APPROVED REPAIR STATION #NF2R029L

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1
 Repair Station #NF2R029L ENGINE LOG #1
 Type PIPER PA28R-201 TT 3066
 N # 2672Q TSMOH 857
 S/N 28R-7737040 REC. HR. METER 3066

ENGINE MODEL IO-360-C1C6
 ENGINE S/N L-17000-51A

RIGHT MAG DROP IS VERY ROUGH-
 PERFORMED ENGINE RUNUP AND FOUND A 50 RPM MAG DROP ON
 THE RH MAG AND A 275 RPM ROUGH DROP ON THE LH. PULLED
 THE SPARK PLUG AND FOUND THEM TO BE FILLED WITH LEAD AND
 EXREMELY WORN OUT. ALSO THERE WAS ARCING AT THE PLUG
 LEAD. CLEANED LEADS AND INSTALLED NEW REM38E PLUGS.
 OPERATIONAL CHECK WAS SATISFACTORY.
 THE AIRCRAFT, ENGINE, APPLIANCE, OR COMPONENT IDENTIFIED WAS
 REPAIRED & INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS
 OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO
 SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS
 REPAIR STATION UNDER W.O. # 4600 DATE: 1-19-98
 SIGNED: BRUCE P. REBECHINI *Bruce P. Rebechini* For
 JOLIET AVIONICS, INC. DUPAGE AIRPORT, W. CHICAGO, IL 60185
 F.A.A. APPROVED REPAIR STATION #NF2R029L

Form 813

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspection Entries must be endorsed by Technician or Repair Facility
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ARTEX AIRCRAFT SUPPLIES, INC.
10714 S. Township Rd. Canby, OR 97013
(503) 266-3959 800-547-8901

LOG BOOK ENTRY _____
E.L.T. BATTERY REPLACEMENT DATE MAR 00

ations
er of
tries.)

February 13 1998 Tach Reads: 3100
Lubricated landing gear & performed gear retraction test. Relined left brake 66-105 linings. Washed down engine. Removed & Replaced alternator

2-26-98 - removed 5205406 & installed OVALD unit. Function ck ok.
[Signature]

BP-1010 and 27 para D.
2.
-3
8

Tomlinson Avionics, Inc.
PH. 941-936-6969
511 Danley, Page Field
Ft. Myers, FL 33907
Repair Station NO. YN1D644K

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	3144.0	Tach	Total Time	April 2, 1998
				In addition to a normal annual inspection the following was accomplished: Replaced all three tires and inner tubes with Aero-trainor type tires. Replaced all brake discs and linings. Replaced nylon bushings on nose of cowling for steel pins. Removed main gear drag link studs and had magnafluxed as per A.O. 97-01-01. Found no cracks. Due again in 500 hours. Additionally replaced pivot bolts and bushings for drag links that attach to these studs. Replaced baggage door seal with new seal. Removed cabin door replaced cabin door hinge bolts, bushings and clevis hinge pins. Removed and replaced alternate cabin door lever mechanism and swivel fitting and stud as needed. Lubricated prop governor cable. Removed both fuel tanks

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>and applied corrosion block (Boeing T-9). Found no significant problems. Reinstalled tanks with new stainless steel screws. This done in accordance with Piper Service Bulletin 1006 Complied with A.O. 95-26-13 by replacing oil cooler hoses with Type "D" hoses. Due again in 1000 hours or 8 years. Complied with Bendix A.O. 96-12-07 by inspecting impulse coupling. Found okay. Due again in 500 hours. ELT functionally tested as per FAR 91.207 para "D" and found okay visually / functionally. Due again next annual. I do hereby certify this airplane has been inspected in accordance with an annual inspection and has been found to be in airworthy condition.</p> <p style="text-align: right;">John Spicard AIP 2100539 IA</p>

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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July 24, 1998 Tack Time 3352.1

Repaired loose rivets on right nose gear door. Replaced hinge on oil access door. Replaced all four brake linings. Removed left brake caliper - replaced "O" rings. Bled brake; serviced reservoir. Serviced battery with water. Removed step; welded and reinstalled. Cleaned canon plug connection on autopilot servo.

John Giacalone
 ATP 2100539 IA

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RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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August 31, 1998		Tach Reads: 3428	Removed & replaced alternator. Replaced spinner cuffs. Adj throttle friction lock. Rebuilt vt gear act cyl. All cks good. Randy Kooten A&P 332482168
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3/27/98	3/27/98	3/27/98	Removed and replaced D.G. with overhauled unit p/n-52 D54 51n-62164F. (Tag attached) cks good on test. Randy Kooten A&P 332482168
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Oct. 27, 1998		Tach Reads: 3524	Removed and replaced D.G. with overhauled unit p/n-52 D54 51n-62164F. (Tag attached) cks good on test. Randy Kooten A&P 332482168
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DATE 19 <u>98</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Nov. 13, 1998	Tach Reads: 3545	SPDH: \emptyset		Installed overhauled prop & governor this date Tags in Prop logbook. Gov. Pln F-2-7A, s/n 6150W. Prop Pln - B2D34C213 90DHA-16 s/n - 770978. Functional test good. <p style="text-align: right;"> <i>Randy Koster</i> A&P 332486168 </p>

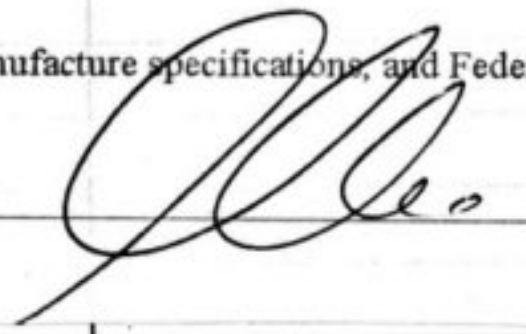
Mukenschnabl, Inc.
 DuPage Airport, West Chicago, IL 60185
 Aircraft: ~~N~~ Date: 01/15/1999 Shop Order: 2403
 N2672Q

TACH: 3654.64 TTAF: unknown at this time :

Accomplished the following: Complied with AD 97-01-01, landing gear sidebrace stud inspection, by inspection. No defects noted. Next due at 4154.64 tach time. Performed landing gear retraction check and lubed landing gear.

Performed work in accordance with manufacture specifications, and Federal Aviation Regulations.

Robert Mukenschnabl 1490429 A&P



DATE 19 <u>99</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
2/18/99				TACH READS: 3695 INSTALLED CLEVELAND BRAKE PADS #66-105 on BOTH LEFT & RIGHT WHEELS Rmy Vosth AEP 332486168
March 25, 1999			3738.33 Total Time	New Tach 00.00 In addition to a normal annual inspection the following was accomplished: Replaced nose tire with new AirTrac 5.00 X 5 Tire. Replaced brake discs and linings both main wheel assemblies. Removed entire nose gear trunion and drag link assembly from airframe. Replaced both bushings and bolts attaching drag link in rear position. Replaced bolt attaching hydraulic actuator bellcrank to drag link. Replaced bolt and bushings on center knuckle of nose wheel drag link. Replaced forward bolts and bushings attaching drag link to trunion. Replaced upper trunion bushing that attach Trunion to engine mount. Replaced inner aluminum Tube Assembly inside trunion. Replaced

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
<p> all "O" rings on oleo strut - serviced with fluid/air. Replaced bolts & bushings affecting shimmy dampers at both ends. Replaced bolts and bushings all three locations of scissor assembly. All new parts installed into airframe; retraction check accomplished. all systems worked good. Replaced upper bushing for elevator trim drum in tail section. Replaced vacuum inlet and pressure regulator filters D9-18-1 & B3-5-1 respectively. Due in 500 hours and 100 hours respectively. Replaced seal around perimeter of surface between top and bottom cowling. Replaced elevator tips with used good tips. Replaced induction air filter element. Removed old Tachometer. Installed Mitchell P/N 01-112-5023 Serial # 12955. Tach reads 0.0 at install ation. EAT visually / functionally tested as per FAR 91.207 paragraph "D" found all aspects good. Due again next annual. I do hereby certify this airframe inspected in accordance with an annual inspection and has been found airworthy. </p>				
			John J. J. J. RJP 2100537 IA	

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alteration Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Air Filter 09-18-1

Changed at: <u>3738.3</u> Hrs. Date <u>3-24-99</u>	Next Change Tach <u>500</u> Hrs.
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8/16/99

Installed 3 Tires - 600x6 Air Hawk MA105 - 500's Air Hawk Nose Tach Reads 207 TT

Andy Cook
AEP 33248168

TACH SCALE CORRECTION CARD

Instr. P/N: D1-112-5023

Serial No.: 12955

Power Setting Indication

500 RPM 430

1000 RPM 1000

1500 RPM 1505

2000 RPM 2005

2500 RPM 2500

3000 RPM 3000

3500 RPM 3510

Inspector Wm Date 11/10/98

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Nov. 24, 1999	Tach Reads: 431			Reference AD 95-26-13. This aircraft has type "D" teflon hoses installed to aft mounted oil cooler. This is considered terminating action for AD 95-26-13 per ACE 96-01 dated 2-1-96 per para. 1a. Randy Kacti AEP 332482168
Dec-7-99-			hobb's 1884.7	Per forwarded AD note 97-01-01 By Insp - found ok for service. [Signature] AEP 1490429 EAS

DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4-3-00	502.7		4241.03	IN ADDITION TO AN ANNUAL INSPECTION THE FOLLOWING THINGS WERE DONE: AIRCRAFT WAS COMPLETELY STRIPPED OF ALL PAINT. AIRCRAFT WAS REPAINTED. CONTROL SURFACES WERE REMOVED, STRIPPED, REPAINTED AND BALANCE CHECKED BEFORE REINSTALLATION. REPLACED BOTH SIDES OF WINDSHIELD. DRILLED NEW HOLE AND MOUNTED OAT IN LSP. SIDE. REPLACED UPPER + LOWER ^{ENGINE COMP} WITH USED SERVICEABLE PARTS. REPLACED UPPER + LOWER TAIL CONE WITH SERVICEABLE PARTS. REPLACED LOWER SECTION OF VERT. STAB. FIN WITH SERVICEABLE PART. REPLACED CARPETS WITH NEW AIRTEX PARTS. REPLACED LEFT BRAKE PADS WITH NEW CLEVELAND 066-106 PADS. REPLACED BOTH NOSE WHEEL BEARINGS, ONE BEARING IN EACH MAIN WHEEL. REPLACED ELT BATTERY (DUE AGAIN IN APR 02) CHECKED ELT OPERATION AS PER FAR 91.207. CHECKED AD # 99-06-09 - N/A TO THIS AIRCRAFT. REPLACED "SCAT" DUCTS FOR CABIN HEAT AND DEFOST. DID RETRACT CHECK, ADJUSTED NOSE GEAR DOOR LINKAGE. (NEXT PAGE)

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and <small>Entries must be endorsed with Name, Rating and Certificate No. Technician or Repair Facility. (See back pages for other specific entries.)</small>
				<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND FOUND TO BE IN AN AIRWORTHY CONDITION AT THIS TIME. <i>Judell Cohen</i> AIP 351360191 IA</p> <p>PAINT CODES : OFF WHITE WP 264 ALL PAINT IS ACRY-640 DARK BLUE TQ 10124 CARTER GOLD HS 10688</p>
				<p>June 26, 2000 Tach Reads: 595 Replaced ignition switch. TCM P/n-10-357210-1. Functional test good. <i>Randy Koster</i> AIP 332480148</p>

J.A. AIR CENTER

DuPage Airport • West Chicago, IL 60185

FAA Repair Station #NF2R029L

AIRFRAME LOG ENTRYType PA28R-201
S/N 28R-7737040
N# 2672Q

Description of work done:

Tested Altimeter(s), Altitude Reporting and Static System(s)
in accordance with Part 43, Appendix E for compliance with
FAR 91.411 and FAR 91.217.

Pilot Altimeter P/N 5934P-3 S/N 7K795 Range 20K

Copilot Altimeter P/N _____ S/N _____ Range _____

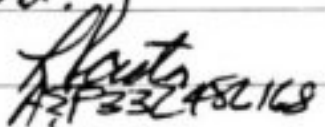
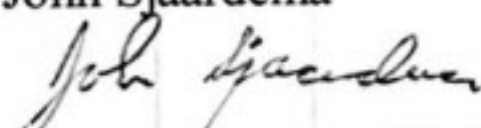
Transponder tested in accordance with Part 43, Appendix F
for compliance with FAR 91.413 this date.

Date 6/29/00 Make King Model KT 76 S/N 35438

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the
Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WO 183005 Date 6/29/00 Tach/~~Hours~~ 0629.7 Signature Kurt PaskewicInspector (print) Kurt Paskewic

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
July	18, 2000	Tach Reads: 686	Replaced all 4 brake linings. CKS good.	 A&P 332482168
				<p>Date: July 21, 2000 Tach time: 691.7</p> <p>Removed and replaced both main gear tires with 6X6 6-ply rating Condor tires. Removed main gear torque links, replaced all bolts and bushings all 3 locations. Checked gear retraction and wheel alignment.</p> <p>John Sjaardema</p>  A&P 2100539 IA

DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterati <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)</small>
July 27, 2000	Tach Reads: 699			Removed, repaired and reinstalled prop. See prop log for 8130 tag & details. <i>Ray Ketch</i> AEP 3248/168
Oct. 24, 2000	Tach Reads: 808			Replaced nose tire 5:00 X 5 6ply <i>Ray Ketch</i> AEP 3248/168
3-19-01				TACH - 935.6 hours. Replaced nose gear Actuator Fwd Rod on Bolt that was sheared Performed Landing gear Retraction test, checked free fall found ok Service. <i>Al</i> AEP 1490

DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific instructions)
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April 6, 2001 Tach 956.7 4694.73 Total Time

In addition to a normal annual inspection the following was accomplished:
 Replaced both brake discs and all four linings. Replaced nose wheel assembly with new wheel Assy P/N 40-77B due to corrosion and loose fit on bearing races on old wheel assembly. Rebuilt left brake caliper with new "O" rings. Rebuilt hand brake actuator with new "O" rings. Bled brakes and filled reservoir with fluid. Replaced nose gear down lock hook actuator mechanism with all new attaching bolts and bushings as needed. Replaced bolt attaching nose hydraulic actuator to fuselage. Re-riveted right nose gear door hinge as needed. Performed gear retraction test and found all aspects good. Replaced electric elevator trim forward cable due to fraying. Replaced outboard and middle hinges on left elevator trim tab assembly. Replaced vacuum inlet filter. Due again in 500 hours. Replaced pressure regulator filter. Due again in 100 hours. Cleaned corrosion on aircraft battery terminals; charged battery. Adjusted alternator belt tension. Removed manifold pressure gauge. Had rebuilt by Muncie Aviation.(W.O. B7787 dated 04-04-01). Adjusted Prop control linkage to get full travel as needed. Tightened loose attachment bolt on throttle control on servo. Replaced swivel fitting and stud on alternate air door mechanism. Lubricated binding alternate air door cable as needed. Replaced

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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tail navigation light bulb. ELT system visually/ functionally inspected as per FAR 91.207 Para. "D"; found all aspects good. Due again in one year. Complied with A.D. 81-11-02 R1 by installing placards on engine mount concerning oil quick drain. Complied with A.D. 97-01-01 by magna-fluxing gear stud on side braces both sides. Found no cracks. Due again in 500 hours. Complied with A.D. 93-02-05 by visual inspection of fuel injector line clamps; found all secure. Due again in 100 hours. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition.

John Sjaardema



A&P 2100539 IA

Airborne

Air Filter Change Reminder

Changed at: 956.4 Hrs. Next Change: 1456.4 Hrs.

4-6-01 Date



DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
Aug. 23-01	Tach - 1169.			Replaced CH-RH main gear tires - Replaced CH-RH Brake Linings with new. - <i>[Signature]</i> AET 490429 - END
Oct 10 2001	Tach Reads: 1225			Replaced aircraft battery with new Gill G35. CKS good <i>[Signature]</i> AET 5248118
Jan. 9 2002	Tach Reads: 1330			Replaced nose tire 5:00 x 5 6 ply <i>[Signature]</i> AET 33248118

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>April 13, 2002 Tach: 1421.40 Total Time: 5159.43</p> <p>In addition to a normal annual inspection the following was accomplished: Removed nose gear drag links at both rear locations and center knuckle locations. Replaced all bushings, rollers and thrust washers in rear location. Replaced center knuckle bolt and bushings as needed. Removed shimmy dampener. Replaced bolt and bushings that attach shimmy dampener to the trunnions. Removed the nose steering rollers and bushings and internal rollers with all new parts as needed. Removed and replaced the rod end bearings for the bottom linkages for the nose gear doors. Replaced the bolts and bushings for the top, bottom and center location on the nose gear scissor assembly. Replaced the bolts and bushings for the top location of the scissors on both main gear. Replaced center knuckle bolt and bushings for scissor on the right main scissor assembly. Replaced inboard bearing and race on the right main wheel assembly. Removed the rudder from the aircraft. Replaced both the top and bottom bearings and top bolt for the rudder. Reinstalled the rudder and secured bolts. Removed elevator trim drum and jack screw. Replaced with new drum barrel and jack screw as required. Reinstalled assembly and saftied as needed. Replaced left flap outboard rod end bearing connecting pushrod to flap. Repaired plastic dorsal fin fairing by mending plastic as needed. Removed the step from side of fuselage and had rewelded with new attachment plate due to severe cracking at weld joint. Reinstalled and painted. Removed plastic covers over wing bolts on bottom of fuselage, installed rivnuts in screw holes and reinstalled covers with new machine screws. Removed nose cowling front nylon bushings and replaced with new parts. Sanded down cowling as needed to repair minor damage. Repainted with supplied paint. Removed vacuum inlet filter</p>

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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and pressure regulator filter and replaced with new filters. D9-18-1 due in 500 hours. B3-5-1 filter due in 100 hours. Replaced induction air filter element. Removed exhaust system and had front muffler assembly overhauled by Dawley Exhaust Systems. (W.O. 75410 dated 04-05-02). Reinstalled with existing hardware and new hardware as needed. Removed alternator Serial # B061816 due to cracked housing. Installed P/N 3656624 Chrysler alternator Serial # A-169394 rebuilt by Aero Electric (W.O. A-195071 dated 1-30-02). Removed propeller, removed and replaced alternator belt. Reinstalled Propeller and saftied after retorquing bolts. Test run and found alternator charging correctly. Replaced lower baffling retainer rod on right side of engine with new rod. Removed and replaced ELT Battery. ELT Battery Due May of 2004. Complied with FAR 91.207 Para. "D" by visual / functional inspection of ELT system. All aspects found good. Due again in one year. Complied with A.D. 97-01-01 R1 by removing side brace studs, magnafluxing and reinstalling. All aspects found good on inspection. Due again for inspection in 500 hours. All A.D.s checked through T- Data Revision 2002-07; see listings for details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition and is fit for further service.

John Sjaardema
John Sjaardema
 A&P 2100539 IA

Airborne

Air Filter Change Reminder

Changed at: Next Change:
1421.4 Hrs. 1921.4 Hrs.
4-02 Date



DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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J.A. AIR CENTER
 DuPage Airport • West Chicago, IL 60185
 FAA Repair Station #NF2R029L

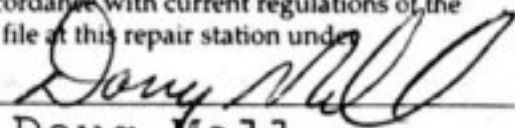
Type PA28R-201
 S/N 28R-7737040
 N# 26720

Description of work done: **AIRFRAME LOG ENTRY**

Replaced Turn Coordinator with 1394T100-7Z
 sn/8110-72. 8130-3 #8352.

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WO 192766 Date 5/10/02 Tach/Hobbs 1465.4 Signature 
 Inspector (print) Doug Mall

J.A. AIR CENTER

DuPage Airport • West Chicago, IL 60185

FAA Repair Station #NF2R029L

Type PA28R-201
S/N 7737040
N# 26720

Description of work done:

AIRFRAME LOG ENTRY

Tested Altimeter(s), Altitude Reporting and Static System(s)
in accordance with Part 43, Appendix E for compliance with
FAR 91.411 and FAR 91.217.

Pilot Altimeter P/N 5934P-3 S/N 7K796 Range 20k

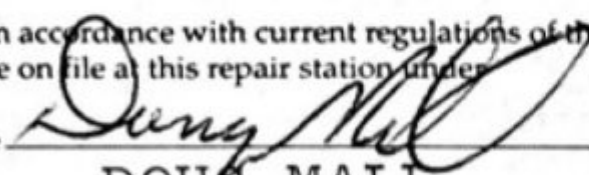
Copilot Altimeter P/N _____ S/N _____ Range _____

Transponder tested in accordance with Part 43, Appendix F
for compliance with FAR 91.413 this date.

Date 6/29/02 Make King Model KT-76 S/N 35438

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WO 193705 Date 6/29/02 Tach/Hobbs 1553.4 Signature 
3080.2 Inspector (print) DOUG MALL

DATE 19 <input checked="" type="checkbox"/>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
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NOV 13 2002 - ~~Repaired~~
TACH READS 1700.1

REPLACED RH AND LH MAIN TIRES
INSTALLED NEW CONIDOR 6.00 X 6 6 pl
ON RH MAIN AND NEW CONIDOR 6.00
6 pl ON LH MAIN. WITH RESPECT TO
THE WORK PERFORMED THIS AIRCRAFT
RETURNED TO SERVICE.

Cl M 3 A
AIP 3467891780
END

Dec. 12, 2002 Tech Reads: 1739

Replaced bushings & bearings in NLG drag link
Adj. NLG down lock sw. OKS good.

Ray Karty
AIP 3248418

MAN

DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>April 4, 2003 Tach Time: 1849.20 Total Time: 5587.23</p> <p>In addition to a normal annual inspection the following was accomplished: removed parking brake actuator, overhauled with new "O" rings, reinstalled. Replaced bearings and races on left and right main gear inboard location, nose wheel on left side. Removed and replaced both brake discs and all four linings. Replaced brake caliper cylinder and piston on right position. Bled brake system and filled reservoir with fluid. Removed and replaced nose gear trunnion upper bushings and bolt on left side. Tightened slightly loose bolt on nose gear scissor middle joint. Tightened slightly loose bolts on scissor on right main gear at top and bottom location. Replaced several "working rivets" on nose gear door hinge on right side by replacing with screws and nuts as needed. Adjusted wing tips as needed to stop interference between tip inner bracket and aileron balance weight. Replaced hinge pin in bottom location of cabin door. Removed and replaced trim indicator needle on elevator trim; set at proper location. Serviced aircraft battery with water and charged as needed. Removed wing walk paint. Drilled out rivets for wing walk "pan" section as needed. Added additional stiffeners under wing walk area to reinforce structure. Installed new "pan" structure and riveted wing walk area together.</p>

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Repainted paint as needed and repainted wing walk area. Replaced vacuum inlet filter. Due again in 500 hours. Replaced vacuum pressure regulator filter element. Due in 100 hours. Replaced induction air filter element. Replaced one side cuff plate on propeller spinner assembly. Replaced rod end bearing on prop governor control rod. Secured blast tube on baffle by #1 cylinder as needed. Removed old alternator due to loose fan assembly. Installed Chrysler alternator Part Number: 3656624 Serial number C110547. This unit overhauled by Electrosystems (W.O. M084790 dated 11-06-02). ELT system visually / functionally inspected as per FAR 91.207 Para "D"; all aspects found good. Due again in one year. Complied with A.D. 97-01-01 by removing main gear side brace drag link studs and magnafluxing parts. All found in excellent condition. Work accomplished by G&N (W.O. 60101 dated 04-03-03). Due again in 500 hours. Complied with A.D. 02-26-01 by visual inspection of fuel lines, adel clamps; all aspects found good. Due again in 100 hours. All A.D.s checked through T-Data revision 2003-07; see listings for details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition.

John Sjaardema
 John Sjaardema A&P 2100539 IA

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Description of work done:

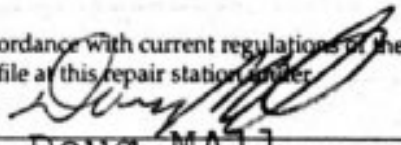
J.A. AIR CENTER
 DuPage Airport • West Chicago, IL 60185
 FAA Repair Station #NF2R029L
AIRFRAME LOG ENTRY

Arrow
 Type _____
 S/N 7737074
 N# 2672Q

Replaced directional gyro with factory new
4000C sn/ T56804L.

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station.

WO 198058 Date 7/3/03 Tach/Hobbs 1974.8 Signature 
 Inspector (print) DOUG MALL

R & M AVIATION, INC
3232 PLEASANT STREET DEKALB, IL 60115
(815) 756-7525

FAA APPROVED REPAIR STATION RMVR672H

Date: 10/17/03 **W.O.#:** 5126 **Reg.No.:** N2672Q
Make/Mod: PA28R-201 **S.N.:** 28R-7737040 **Hours:** 1979.7

Performed the following maintenance and repair due to prop strike/gear up incident. Replaced two antenna's, cabin assist step, upper and lower inboard flap skins and flap inboard ribs, nose gear doors, two forward hat assy's, nose gear actuator fitting, left lower fuselage channel assy., and nose gear up bumper. Installed overhauled nose gear actuator hoses. Serviced hydraulic power-pak. Cleaned and lubed gear. Rigged nose gear, checked retraction system for proper operation. Installed new 3 blade Hartzell propeller, see POH for changes in operation and weight and balance. Lower cowl was repaired and paint was touched up by Woodlake Refinishing. Aircraft was test flown, left flap was adjusted to correct wing heavy condition. See FAA 337 Form this date.

-----End-----

THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE.

PERTINENT DETAILS ARE ON FILE UNDER

W.O.# 5126

DATE 10/17/03

SIGNED

FAA APPROVED REPAIR STATION RMVR672H

R & M AVIATION, INC

3232 PLEASANT ST., DEKALB, IL 60115

Ind Alterations
 (Indicate Number of
 or specific entries.)

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
19				<p>April 4, 2003 Tach Time: 1849.20 Total Time: 5587.23</p> <p>In addition to a normal annual inspection the following was accomplished: removed parking brake actuator, overhauled with new "O" rings, reinstalled. Replaced bearings and races on left and right main gear inboard location, nose wheel on left side. Removed and replaced both brake discs and all four linings. Replaced brake caliper cylinder and piston on right position. Bled brake system and filled reservoir with fluid. Removed and replaced nose gear trunnion upper bushings and bolt on left side. Tightened slightly loose bolt on nose gear scissor middle joint. Tightened slightly loose bolts on scissor on right main gear at top and bottom location. Replaced several "working rivets" on nose gear door hinge on right side by replacing with screws and nuts as needed. Adjusted wing tips as needed to stop interference between tip inner bracket and aileron balance weight. Replaced hinge pin in bottom location of cabin door. Removed and replaced trim indicator needle on elevator trim; set at proper location. Serviced aircraft battery with water and charged as needed. Removed wing walk paint. Drilled out rivets for wing walk "pan" section as needed. Added additional stiffeners under wing walk area to reinforce structure. Installed new "pan" structure and riveted wing walk area together.</p> <p>Repainted paint as needed and repainted wing walk area. Replaced vacuum inlet filter. <u>Due again in 500 hours.</u> Replaced vacuum pressure regulator filter element. <u>Due in 100 hours.</u> Replaced induction air filter element. Replaced one side cuff plate on propeller spinner assembly. Replaced rod end bearing on prop governor control rod. Secured blast tube on baffle by #1 cylinder as needed. Removed old alternator due to loose fan assembly. Installed Chrysler alternator Part Number: 3656624 Serial number C110547. This unit overhauled by Electrosystems (W.O. M084790 dated 11-06-02). ELT system visually / functionally inspected as per FAR 91.207 Para "D"; all aspects found good. <u>Due again in one year.</u> Complied with A.D. 97-01-01 by removing main gear side brace drag link studs and magnafluxing parts. All found in excellent condition. Work accomplished by G&N (W.O. 60101 dated 04-03-03). <u>Due again in 500 hours.</u> Complied with A.D. 02-26-01 by visual inspection of fuel lines, adel clamps; all aspects found good. <u>Due again in 100 hours.</u> All A.D.s checked through T-Data revision 2003-07; see listings for details. I do hereby certify this airframe has been inspected in accordance with an annual inspection and has been found to be in airworthy condition.</p> <p><i>John Sjaardema</i> John Sjaardema A&P 2100539 IA</p>

R & M AVIATION, INC
3232 PLEASANT STREET DEKALB, IL 60115
(815) 756-7525
FAA APPROVED REPAIR STATION RMVR672H

Ind Alterations
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 specific entries.)

Date: 10/17/03 **W.O.#:** 5126 **Reg.No.:** N2672Q
Make/Mod: PA28R-201 **S.N.:** 28R-7737040 **Hours:** 1979.7

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-----End----- THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE
 WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH
 CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY
 FOR RETURN TO SERVICE.
 PERTINENT DETAILS ARE ON FILE UNDER
 W.O.# 5126 DATE 10/17/03
 SIGNED [Signature]
 FAA APPROVED REPAIR STATION RMVR672H
 R & M AVIATION, INC.
 3232 PLEASANT ST., DEKALB, IL 60115

AIRFRAME LOG ENTRY

N2672Q **WO# 12842**
11-10-03 **5727.0** **1989.0**
DATE **TTAF** **TACH**
 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 11-10-03 has been provided for the aircraft owner D.C.A.
SIGNED [Signature] **CERT#** AP2681295

AIRFRAME LOG ENTRY

N2672Q **WO# 13334**
1-5-04 **5827.0** **2089.0**
DATE **TTAF** **TACH**
 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 1-5-04 has been provided for the aircraft owner D.C.A.
SIGNED [Signature] **CERT#** AP 02270 3984

AIRFRAMES LOG ENTRY

N2672Q **WO# 13292**
DATE: 1-26-04
 Installed KIT NO. 766 303, (back up landing gear extender removal). A/C Gear ground checked and flight operationally checked good.
SIGNED [Signature] **CERT#** AP277660155
RUPP

AIRFRAME LOG ENTRY

N2672Q **WO# 13721**
2-15-04 **5918.1** **2180.1**
DATE **TTAF** **TACH**
 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 2-16-04 has been provided for the aircraft owner D.C.A.
SIGNED [Signature] **CERT#** AP2737285

AIRFRAME LOG ENTRY

N2672Q **WO# 13845**
3-24-04 **6013.4** **2275.4**
DATE **TTAF** **TACH**
 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 3-24-04 has been provided for the aircraft owner D.C.A.
SIGNED [Signature] **CERT#** 2046787111

AIRFRAME LOG ENTRY

N2672Q

WO# 14414

4-16-04

6109.5

2371.5

DATE

TTAF

TACH

ELT Insp. IAW FAR 91.207. Battery due date is 5-2004

I certify this AIRCRAFT was inspected in accordance with an ANNUAL Insp. and a list of discrepancies and unairworthy items dated 4-16-04 has been provided for the aircraft owner D.C.A.

SIGNED *Carl [Signature]* CERT# 44464008 1H
CG

AIRFRAME LOG ENTRY

N2672Q

WO# 14403

5-11-04

6207.5

2469.5

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 5-11-04 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# A/P 51364389
CLIF

AIRFRAME LOG ENTRY

N2672Q

WO# 14735

6-1-04

6305.9

2567.9

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 6-1-04 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# 722566471 410
A ENG

AIRFRAME LOG ENTRY

N2672Q

WO# 14819

7-05-04

6403.9

2665.9

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 7-5-04 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# AP 737285
than

AIRFRAME MAINT. ENTRY

POST HURRICANE INSP. 8/2004

Visually inspected Flight controls for damage from winds: attach bolts, control rods, cables, and condition of skin surfaces for distortion.

SIGNED *[Signature]* CERT# 377983304 8.15.04

AIRFRAME LOG ENTRY

N2672Q

WO# 15219

8-22-04

6498.0

2760.0

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 8-22-04 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# 161682193

AIRFRAME MAINT. ENTRY

WO#15691

N2672Q

10-28-04

6594.7

2856.7

DATE

TTAF

TACH

Lycoming Model: 10-380-C1C8 S/N L-17000-51A. Eng. removed for OVH. Installed OVH'ed engine S/N L-7637-51A. This maintenance was done by Joseph Dejesus A/P 582818064 and performed in accordance with manufactures maintenance manuals. See work order.

SIGNED *[Signature]* CERT# 26492218

AIRFRAME LOG ENTRY

N2672Q

WO# 15447

10-28-04

6594.7

2856.7

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 10-28-04 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# A/P 2777022

AIRFRAME LOG ENTRY

N2672Q

WO# 16057

1-4-05

6693.5

2955.5

DATE

TTAF

TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 1-4-05 has been provided for the aircraft owner D.C.A.

SIGNED *[Signature]* CERT# A/P 2669024

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
N2672Q 3-15-05	Date 1-12-05 6791.9	3053.9	AIRFRAMES LOG ENTRY WO# 16445 Repaired LEFT WING by removing damaged left outboard leading edge skin and replaced it with new part 35118-49 from Piper. IAW PA-28R 201 Service Manual Sec. 4, para. 4-55, 4-69, & IAW AC 43 13-1B, Chap. 4, para. 4-57(e), 5-68, (e). FAA Form 337 dated 1-12-05 Sign <u>[Signature]</u> Cert# <u>FA 2715889</u>
N2672Q 3-15-05	6791.9	3053.9	AIRFRAME LOG ENTRY WO# 16445 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition. SIGNED <u>[Signature]</u> GR CERT# <u>277660155 A&P</u>
N2672Q 4-15-05	6891.0	3153.0	AIRFRAME LOG ENTRY WO# 14587 ELT Insp. IAW FAR 91.207. Battery due date is 8-2006 I certify this AIRCRAFT was inspected in accordance with an ANNUAL Insp. and a list of discrepancies and unairworthy items dated 4-15-05 has been provided for the aircraft owner D.C.A. SIGNED <u>[Signature]</u> CERT# <u>AP 1619470</u>
N2672Q 5-27-05	6984.1	3246.1	AIRFRAME LOG ENTRY WO# 16686 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 5-27-05 has been provided for the aircraft owner D.C.A. SIGNED <u>[Signature]</u> CERT# <u>2792876</u>
N2672Q 6-16-05	Date 6-16-05		AIRFRAMES LOG ENTRY Removed the serviceable battery and installed a 12v, Concorde VRSLA P/N RG-36AXC, S/N 40046406, STC #SA00964W1, Rev.6, Dated 19 december 2002, IAW Master Drawing List # W3656017. See FAA Form 337 dated 6-16-05 Sign <u>[Signature]</u> JP Cert# <u>AP 2759266</u>
N2672Q 7-21-05	Date 7-21-05		MAINTENANCE LOG ENTRY WO# 17129-1 NEW TACH: 000.1 OLD TACH: 3314.4 Replaced tach with NEW Tach. P/N D1-112-6023 S/N 24218 . SIGN <u>[Signature]</u> CERT# <u>2715889 A+P</u>
N2672Q 8-2-05	7082.1	29.7	AIRFRAME LOG ENTRY WO# 16973 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 8-2-05 has been provided for the aircraft owner D.C.A. SIGNED <u>[Signature]</u> EO CERT# <u>204131743 AP</u>
N2672Q 10-13-05	7179.2	126.8	AIRFRAME LOG ENTRY WO# 17532 I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 10-13-05 has been provided for the aircraft owner D.C.A. SIGNED <u>[Signature]</u> CERT# <u>2699847</u>

N2672Q
12-30-05
DATE

AIRFRAME LOG ENTRY

WO#18131

7274.7 222.3
TTAF TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 12-30-05 has been provided for the aircraft owner D.C.A.

DATE

SIGNED
RN

CERT# AP2771002

AIRFRAME LOG ENTRY

N2672Q
3-6-06
DATE

WO# 18347

7373.5 321.1
TTAF TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 3-6-06 has been provided for the aircraft owner D.C.A.

SIGNED
AAA

CERT# AP2792876

AIRFRAME LOG ENTRY

N2672Q
5-1-06
DATE

WO# 19123

7468.1 415.7
TTAF TACH

ELT Insp. IAW FAR 91.207. Battery due date is 8-2006

I certify this AIRCRAFT was inspected in accordance with an ANNUAL Insp. and a list of discrepancies and unairworthy items dated 5-1-06 has been provided for the aircraft owner D.C.A.

SIGNED
PM

CERT# IA-2669074

AIRFRAME MAINT. ENTRY

N2672Q
5-2-06
DATE

WO# 19124

7468.1 415.7
TTAF TACH

Lycoming Model: IO-360-C1C, 6 S/N L-7637-61A. Eng. removed for SB 666 & OVH. Installed OVH'ed engine S/N L-16140-61A. This maintenance was performed in accordance with manufactures maintenance manuals. See work order for complete details of installation.

SIGNED

CERT# 27256479 A+D

AIRFRAME LOG ENTRY

N2672Q
6-29-06
DATE

WO# 19245

7566.4 514.0
TTAF TACH

I certify this AIRFRAME was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 6-29-06 has been provided for the aircraft owner D.C.A.

SIGNED
MM

CERT# AP2777022

Piper Arrow II Registration N2672Q Model: PA-28R-201 Serial # 28R-7737040

Date: 20 January 2007
Engine TT: 3499.4 SMOH 121.6
Tach: 537.3

All maintenance work performed IAW Piper service manual 761-639.
1. Replaced nose wheel bearing cone and cups per section 7-45, 7-46, & 7-47

Daniel L. Asher

DANIEL L. ASHER, A&P 3049539

N2672Q DATE 2-14-07 AIRFRAME LOG ENTRY

Reassembly electric trim system IAW Altimatic III B service manual by reconnecting elect system connector. Rendering it operative now. Removed "INOP Placard"

SIGNED

CERT# 2715889A+C

Repaired left upper Inbd wing skin WS35.75 and Rt. lower inbd. wing skin WS 35.75 by removing area around crack and fabricated a flush repair patch from same material and thickness as discribed in Fig 4-7 of Service manual. Fabricated doublers for reinforcement of patched areas. Repaired the RT horizontal Stabilator upper surface by replacing upper control surface skin P/N 63992-801 with a new part from Piper P/N 63992-801. Repaired Left wing lower aft outboard skin from WS 106.63 to WS 214.15 by fabricating skin from 2024-T3, .020 Alum sheet IAW Service Manual Sec 4 Fig 4-7 and installed all doublers. All work accomplished in accordance with Piper PA 28R-201 service manual, Sec 4, para. 4-55, 4-69, table IV-1, and AC43.13-1B, 2A Ch 4, Sec4 para. 4-50, 4-51, 4-52 a-c, 4-57a-f, and 4-58e&f, 4-59 b. SEE FAA Form 337. Dated 2-28-07

Date 2-28-07 Tach 0553.4

Sign William C. Asher Cert# 2715889 IA

N2672Q DATE 3-15-07 AIRFRAME LOG ENTRY

After touch up painting of Aileron, Rudder, and Stabilator, flight controls were rebalanced IAW Piper Service Manual sec. 4, par 4-64 and sec. 6

SIGNED William C. Asher CERTS# 2715889 A+P

AIRFRAME MAINT. ENTRY N2672Q

5-1-07: TACH 654.4: Removed and replaced locking assys. with new door lock Kit P/N 87329-006 on cabin door and baggage door

SIGNED C. K. ... CERTS# A+P 593611785

AIRFRAME LOG ENTRY

N2672Q Model: PA-28R-201 S/N: 28R 7737040 Date: 5/17/2007

Removed faulty Bendix/King KMA-20 Audio Panel. Installed servicable Bendix/King KMA-20 Audio Panel S/N 26536. Performed ground and flight checks of all aircraft audio radios and found all operating within acceptable limits with no defects.

SIGNED [Signature] CERTS# A+P 2771002

June 27, 2007 Aircraft Tach Time: 575.0 Aircraft TT: 7627.4
N2672Q PA28R-201 s/n 28R-7737040
Engine: Lycoming IO-360C1C6 s/n L-16140-51A
Propeller: Hartzell HC-C3yr-1RF/F7282 s/n DY5885B

Performed routine maintenance & inspection IAW Piper Service Manuals. Replaced Bracket BA-10 air induction filter. C/W AD 97-01-01 R1 on landing gear side brace. All gear retraction tests completed satisfactory. AD 04-14-12 not applicable by S/N. No other AD's due at this time. ELT Battery replaced next due for replacement August 2009. ELT tested with normal operation.

I certify that this aircraft has been inspected IAW an Annual inspection and has been found satisfactory for return to service. [Signature]
 Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375 IA

AIRFRAME

Date: 2 Feb 08 TACH: 596.1
 Reg: N2672Q ACTT: 7648.5
 Model: PA28R-201 S/N: 28R-7737040

All maintenance completed IAW Piper Service manual 761639.

- 1) Prepped and painted left and right wing tip and both ailerons accent stripes with Du Pont Imron paint, color number 2063X H, Blue per paragraph 4-65, and the approved standards as described in A.C.43.13-2B.
- 2) Removed and reinstalled pilots and co-pilots yoke IAW Piper service manual 761639, per paragraph 5-6, b.
- 3) Replaced nose retract hydraulic line, p/n 67700-59, per para 6-28

--END--

[Signature]
 DANIEL L. ASHER, A&P 3049539

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
AIRFRAME			
Date: 25 Jun 2009 TACH: 616.6 HOBBS: 5746.8			
Reg: N2672Q ACTT: 7671.3			
Model: PA-28R-201 S/N: 28R-7737040			
All maintenance completed IAW Piper Maintenance Manual 761639.			
<ol style="list-style-type: none"> 1) Replaced skin for upper front windshield trim with Piper part number 79576-901, per Piper Maintenance Manual 761639 section 4-55 and regulations set forth in FAA Advisory Circular 43.13-1A, section 4-58, paragraph e and section 4-57, paragraph b. Prepped and painted replacement part using Sherwin Williams Acry Glo Aerospace Coatings, paint number W00264, OFF WHITE. No change in weight and balance. See FAA Form 337 dated 25 June 2009. 2) Removed and replaced left and right rear windows, p/n LP-912SG, LP-914SG, left and right center window, LP-908SG, LP-910SG, and left and right windshield, p/n LP-491SG, LP490SG, per section 4-34, 4-35, and 4-31, 4-32. 3) Painted top engine cowling using Sherwin Williams Acry Glo Aerospace Coatings, paint number W00264, OFF WHITE. 4) Replaced oil pressure gage with customer supplied gage part number 38226-00, per section 10-79. 5) Removed, cleaned, inspected, and installed new strut seals and wipers on nose and main landing using new Piper p/n 187627 (wiper), 484799 (O-Ring), and 462034 (O-Ring) per section VII, paragraph 7-6 through 7-8 (nose strut) and 7-20 through 7-22 (main strut). Serviced with oil and air per Section II, paragraph 2-37 through 2-39. 6) Replaced radio cooling cover with Piper p/n 79404-000. --END-- 			
<i>Daniel L. Asher</i>			Daniel L. Asher, 3049539 A&P

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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Airframe Piper
Model - PA28R-201
ACTT - 7671.6

N2672Q

September 23, 2009
SN - 28R-7737040
Tach - 619.2

Scheduled Maintenance

Performed inspection in accordance with Piper PA28R-201 Service Manual & FAR Part 43 APP D checklists. Wheel bearings re-packed & inspected. Air filter element replaced with new Bracket BA-10. element. Removed & replaced ELT battery pack PN BP1010. Inspected ELT IAW FAR91.207(d). **ELT Battery replacement date is December 2011.** Cable tensions checked. Battery. Box was cleaned of corrosion. Lubricated aircraft & flight controls. Fuel system strainer filter inspected, cleaned, and re-installed. Leak checked. Removed & replaced Vacuum system central filter with new PN B3-5-1. Fuel strainer filter inspected & cleaned. Aircraft & flight controls lubricated. All systems operationally tested.

Unscheduled Maintenance

Installed filter/ condenser Piper PN 63897-06 to alternator to reduce ammeter fluxuation. Lubricated Co-Pilots seat, inspected and checked for smooth operation and proper locking. Checked compass deviation and compared to installed correction card. No changes required at this time. Removed & replaced AN276 ball joint assembly on governor control to governor. Removed & replaced tail navigation lamp PN GE 1073. Removed & replaced deteriorated RH wing fuel filler cap seal with new Piper PN 462-056 seal. Removed & replaced NLG wheel bearings (cups & cones) with new LM67048 bearing kit. Landing Gear Auto Land system has been previously de-activated per Piper SB 866A and not correctly documented. Inspected previous termination procedures and compared to service bulletin 866A. Secured wiring, capped and stowed correctly. Landing gear operationally tested and emergency extended. Treated several areas with ACF-50 corrosion treatment spray. To tail surfaces and wing areas.

Airworthiness Directives/ Service Bulletins

Researched AD compliances. Reference AD Compliance Sheets revision dated 9/23/2009 SB866A - Auto Land System checked & verified terminated properly.
AD 2009-02-03 Fuel Servo Plug Gasket replaced with new gasket. No further actions.


Shawn C. Sayle
AP490825188



Airframe Piper
Model - PA28R-201
ACTT - 7671.6

N2672Q

September 23, 2009
SN - 28R-7737040
Tach - 619.2

I certify that this Aircraft has been inspected in accordance with an **Annual Inspection** as was determined to be in an **Un-Airworthy** condition. A **list of discrepancies** has been provided to the owner dated this date.


Shawn C. Sayle
AP4908251881A

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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Airframe Piper
Model - PA28R-201
ACTT - 7671.6

N2672Q

September 23, 2009
SN - 28R-7737040
Tach - 619.2

This aircraft has been inspected and has been found to be safe for the intended flight in accordance with Special Flight Permit dated September 22, 2009.


Shawn C. Savle
AP490825188

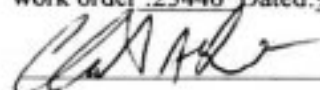
N2672Q

Date: 11/24/09

Tach: 621.2

1. Removed fuel tanks to comply with Piper Service Bulletin No. 1006 and to facilitate repairs.
2. Removed the top inboard Fwd skins LH and RH wings and inspected the associated ribs and structure.
3. Removed the bottom inboard Fwd skin assembly on the RH wing P/N38217-01 and repaired by replacing 2ea stiffeners P/N 62086-002 and skin sheet fabricated from 2024T3 .032 Aluminum (AC 43.13-1B Change 1 Sec.4, par. 4-53).
4. Installed RH wing bottom skin assembly P/N 38217-01.
5. Using MS20470 and MS20426 (A) rivets, filled unnecessary holes in RH Ribs 35724-05 Wing nose, Sta. 36.92 and 62021-01 Wing nose, Sta. 49.25, left from previous repairs after determining edge distance and spacing were within limits. Inspected holes not filled, for cracks and quality. *SEE 337 DATED 11/24/09*
6. Replaced LH, inboard Fwd top skin P/N 62087-805 and RH Forward Wingwalk Skin assembly P/N 62061-002. IAW AC43.13-1B Change 1, Sec. 4, Par. 4-57. Installed CR3243-4-2,4-3, and 5-9 Cherry Max Blind Fasteners (where installation of MS20470AD and MS20426AD rivets was not practical) IAW AC43.13-1B Change 1, Par. 4-57 (f) 3 see 8110 form Dated 11/24/09.
7. Prepped all bare metal with acid etch and alodine. Applied CM 483660 Primer to all skins replaced. Applied color coat supplied by owner.
8. Applied Wingwalk compound to Wingwalk area.
9. Replaced wing root seal P/N187-526 LH/RH wings.
10. Complied with SB 1006 by visual inspection and application of AV-8 Corrosion Preventative.
11. Installed fuel tanks.
12. Performed leak check and functional check of fuel quantity indicators.
13. Installed 2ea static wicks outboard of both ailerons P/N SW10-96.

The Aircraft, Airframe, Aircraft Engine, propeller, or appliance identified above was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Pertinent details of the repair are on file at this Repair Station under work order :23446 Dated:9/24/09



Star Aero Inc. MF2R003L, 396 E HWY 7 Clinton, Mo. 64735

N2672Q


AIRFRAME MAINTENANCE LOG

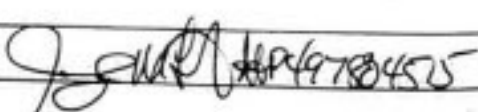
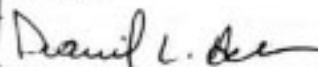
DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
			<p>AIRFRAME Date: 16 Mar 2010 TACH: 623.3 HOBBS: 5754.4 Reg: N2672Q ACTT: 7675.7 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <ol style="list-style-type: none"> 1) Removed right wing to facilitate replacement of Hat assembly, p/n 96890-001, for right, fwd, passenger seat belt mount. Removed per section 4-14 and reinstalled using new hardware per section 4-15. Performed operational check on landing gear retract system, brakes and leak checked right fuel tank supply line connection accessible through right landing gear well. 2) Replaced cabin carpet with Avenue #5 Sapphire obtained from Marion Aircraft, letter of conformance which meets FAR 25.853 (a) APPENDIX F part (a) (1) (ii) 12 Second Vertical enclosed in aircraft records. Corrects discrepancy discovered on previous annual by SRT Aviation dated 23 Sept 09. 3) Replaced sound proofing on the left and right forward and aft sidewall panels with 1/4 inch charcoal foam. Material meets FAR 25.853 (a) APPENDIX F part (a) (1) (ii) 12 Second Vertical enclosed in aircraft records. 4) Repaired dorsal fin using fiberglass resin and cloth and painted per section 4-57. 5) Rigged aileron controls per section 5-12. 6) Replaced passenger hand strap with p/n 587-624. 7) Replaced trim ring on floor panel where aft seat belt attaches to cables with p/n 99240-000 <p style="text-align: right;"><i>Daniel L. Asher</i> Daniel Asher, 3049539 A&P</p>
			<p>AIRFRAME Date: 21 Dec 2010 TACH: 652.7 Reg: N2672Q ACTT: 7705.1 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <p>Replaced Lt and Rt nav light plug connector female pins. Applied fiberglass repair on the following components per section 4-57; right wing tip support rib, lower and upper cowling and left outboard gear door. Cleaned corrosion and treated the following components; right forward lower baffle, right wing lower surface where aileron bell crank mount bolt protrudes, right wing aft attach fitting, left, area left side of fuselage aft of left wing flap and right wheel well aft spar area, left lower stabilator skin at leading edge seam and removed nutplate on heat muff, cleaned corrosion and reinstalled nutplate. Replaced left and right flap hinge hardware and nuts for aileron hinges due to corrosion. Removed, cleaned, inspected, replaced nose landing gear bearing cups and cone and reinstalled per 7-45 thru 7-47. Rigged aileron control system per 5-12 and rudder system per 5-29. Replaced E.L.T access panel hardware with new nylon screws P/N 486-281. Replaced and installed missing heat shield on lower engine cowling left and right side of gear doors and upper left side of lower cowling. Installed missing starter mounting stud. Replaced oil cooler hoses with new as manufactured from A.E.R.O. work order #VBL also C/W AD 95-26-13, next due 8705.1 or 21 Dec 2018. Replaced heat muff inlet boot with new P/N 565-447. Replaced right forward muffler clamp due to broken pin with new P/N 63243-02. Accomplished new equipment list inventory and reweighed aircraft. New empty weight 1786.8 lbs., C.G. 84.7, and useful load 963.2 lbs.</p> <p style="text-align: right;"><i>Daniel L. Asher</i> Daniel L. Asher, 3049539 A&P</p>

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
			<p>AIRFRAME Date: 21 Dec 2010 TACH: 652.6 HOBBS: 5768.3 Reg: N2672Q ACTT: 7705.0 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639 and Electronics International Inc, Installation Instructions OII 091294.</p> <ol style="list-style-type: none"> Removed factory Alcor Aviation Inc. exhaust gas temperature (EGT) indicator and harness from aircraft, part number 202A-7A, serial number 104016. Installed Electronics International Inc. EGT indicator, part number E-1P 1650, serial number 066104 Per STC Number SA3862NM and operating and installation instructions manual OII 091294. Refer to page 17 for wiring diagram, installed 1 amp fuse inline with power wire. See FAA Form 337 dated 5 Oct 2010. Used existing hole in the exhaust stack for the probe locate on the #2 cylinder riser and routed harness through existing hole in firewall. Electrical analysis was completed. Weight and balance recomputed, see W&B computations dated 21 Dec 2010. <p align="right"><i>Daniel L. Asher</i> Daniel L. Asher, 3049539 A&P</p>
			<p>AIRFRAME Date: 21 Dec 2010 TACH: 652.7 Reg: N2672Q ACTT: 7705.1 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <p>Completed annual inspection in accordance with Table III-1 Inspection Report and FAR 43.13, Appendix D. Cleaned aircraft exterior surfaces per 2-25, serviced hydraulic pump reservoir per 2-33, filled hydraulic brake reservoir per 2-42, serviced tires per 2-45, cleaned induction air filter per 2-50, reinstalled per 2-51, serviced per 2-60, lubricated airframe per 2-72. Rigged stabilator per 5-16 and stabilator trim per 5-22. Rigged rudder per 5-29. Remove hydraulic pump motor head, inspected brushes and reassembled. Removed fuel filter bowl and housing, cleaned filter screen and replaced gasket per 9-18 and reassembled per 9-17. Performed ELT inspection on Narco ELT10 according to aircraft and manufacturer's instructions and applicable FAA guidance and found that it meets the requirements of section FAR 91.207 (d). Replaced garter filter and instrument inlet cartridge filter. Inspected installation of gear warning horn per ICA listed FAA Form 337 dated 10-15-04, basis of certification was Field Approval. Inspected battery installation STC SA01147WI for Continuous Airworthiness per DWG NO 5-0144.</p> <p>I certify this Airframe has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined unairworthy. Corrosion on the firewall exceeds limitations provided in A.C. 43.13 1b, chapter 6, section 7 and AD 2010-15-10 due to seized taper pin. All Airworthiness Directives checked through 26 Nov 2010. Inspected EGT installation per STC SA3862NM for initial installation, FAA Form 337 filed.</p> <p align="right"><i>George E. Elder</i> GEORGE E. ELDER, IA 498866777</p>
21 Dec 10	652.7	7705.1	<p>THIS AIRCRAFT HAS BEEN INSPECTED AND HAS BEEN FOUND TO BE SAFE FOR THE INTENDED FLIGHT IN ACCORDANCE WITH SPECIAL FLIGHT PERMIT DATED 20 Dec 2010 - END <i>Daniel L. Asher A&P 301</i></p>

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #								
N2672Q PIPER PA28R-201 SN# 28R-7737040			AIRFRAME <table style="margin-left: auto; margin-right: auto;"> <tr> <td>DATE</td> <td>12 Jan 2011</td> </tr> <tr> <td>TACH</td> <td>653.6</td> </tr> <tr> <td>ACFTT</td> <td>7706.0</td> </tr> <tr> <td>CYCLES</td> <td>n/a</td> </tr> </table>	DATE	12 Jan 2011	TACH	653.6	ACFTT	7706.0	CYCLES	n/a
DATE	12 Jan 2011										
TACH	653.6										
ACFTT	7706.0										
CYCLES	n/a										
<p>1. Engine compartment firewall assembly corroded.</p> <ol style="list-style-type: none"> a. Jacked aircraft, removed seats and engine cowling. b. Removed engine and prop assembly from fire wall and associated components to gain access. c. Removed firewall assembly PN# 76437-007. d. Test fit new firewall the assembly PN# 76437-007, match drilled. Removed firewall assembly de-burred, primed and top coated new firewall assembly to prevent corrosion. e. Installed new firewall with the same type of fastener removed. All bare steel rivets coated with primer to prevent future corrosion. f. Parts were replaced IAW the Piper Arrow Service Manual (761-639) section 4-55 and AC 43.13-1B section 4-50 and 4-57. g. Sealed seams and openings as required with firewall sealant PN# CS1900 Type 1. h. Reinstalled engine/prop assembly to fire wall. Reattached removed components to engine assembly. i. All exterior rivets were top coated to match existing top coat. j. See form 337 dated 12 Jan 2011. k. No change to Weight and Balance or Equipment List. l. No Instructions for Continued Airworthiness: Inspect IAW Piper Arrow Maintenance Manual. <p>2. Performed operational check, ground run and leak check: All checks completed satisfactorily. These checks did not include the landing gear system. See item #4 below.</p> <p>3. C/W AD10-15-10 Control wheel attach holes. Amendment# 39-16376 dated Jul 16 2010. C/W Para (e) (1) by inspecting taper pin holes IAW step 5 of SB1197B dated May 3, 2010. Determined that both u-joints are serviceable. Reassembled IAW step 7. No further action required.</p> <p>4. The landing gear hydraulic pump failed. Nose landing gear could not be rigged or operationally checked. This renders the aircraft un-airworthy until a serviceable pump has been installed and a rigging, operational check has been performed.</p> <p>The Aircraft identified is currently in an un-airworthy condition. A list of discrepancies has been provided to the owner. All maintenance task accomplished IAW applicable chapters in the Piper Arrow Maintenance Manual (761-639). Pertinent details are on file with the undersigned under West County Aero LLC Work Order: 10416</p> <p>Signed:  Chris McPherson A&P IA 3154631</p>											

1/28/11	653.6		
<p style="font-size: 1.2em; font-family: cursive;">I certify that this aircraft is in safe condition for the intended ferry flight from IHO to BLV.</p>			 3049539
AIRFRAME Date: 22 Feb 2011 TACH: 654.3 Reg: N2672Q ACTT: 7706.7 Model: PA-28R-201 S/N: 28R-7737040			
All maintenance completed IAW Piper Maintenance Manual 761639.			
Replaced Prestolite hydraulic powerpack with overhauled unit from Aircraft Accessories part number HYC3005, serial number AH-5179. Removed pump per section 6-5 and installed replacement unit per section 6-10. Serviced pump per section 6-30. Replaced left main landing gear down-limit switch with new Piper part number 67411-002 and adjusted per section 7-36. Performed landing gear retraction and extension while on jacks per section 6-14a and verified nose gear rigging per section 7-12. The above work completes the necessary repairs for return to service as identified on 12 Jan 2011 by West County Aero LLC.			
 DANIEL L. ASHER, A&P 3049539			

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
10 MAR 11	659.3	7711.7	EXT INOPERATIVE, RECONNECTED GROUND WIRE AS CHECK GOOD - END Daniel L. Allen AEP 3049539
10 MAR 11	659.3	7711.7	AVIONICS MASTER SWITCH INOPERATIVE SINCE DME + LOGAN WAS REMOVED INSTALLED PLACARD IDENTIFYING INOPERATIVE. - END Daniel L. Allen AEP 3049539
30 MAR 11	665.0	7717.4	REPLACED TRANSPONDER ANTENNA WITH PIN 071-01591-0001, KAWO ANTENNA - DME TRANSPONDER BY REMOVING 2 MOUNT NUTS & DISCONNECTED ANTENNA LEAD BAYS CONVERTER. INSTALLED REPLACEMENT ANTENNA IN REVERSE ORDER. ALSO REMOVED TRANSPONDER TRANSMITTER & CLEANED ELEC. STRIP WITH A WIFE PAD & ALCOHOL. MADE REQUEST TO OWNER TO HAVE TESTED AT CERTIFIED REPAIR STATION. TO ENSURE TRANSPONDER MEETS FAR REQUIREMENTS - END Daniel L. Allen AEP 3049539

**LOGBOOK ENTRY
TRANSPONDER**

N2672Q DATE: 04/01/2011
S/N: 28R-7737040
TRANSPONDER P/N: KT76A S/N: 24578

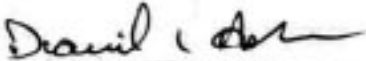
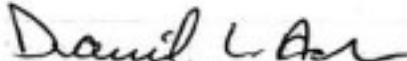
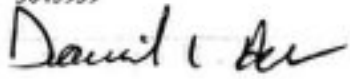


St. Louis Downtown Airport
Hangar 1
2100 Vector Dr.
Cahokia, IL 62206
618-337-5845
618-337-6576 (F)
ozarkair@sbcglobal.net

Transponder tested in accordance with Part 43, Appendix "F" for compliance with CFR 91.413.
Additional details of this work are on file under Work Order #A1173.

SIGNED John Eppmann Ozark Air Services, Inc. CRS # OZ8R878H

AIRFRAME MAINTENANCE LOG


DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
AIRFRAME			
Date: 30 Apr 11	TACH: 673.2	Reg: N2672Q	ACTT: 7725.6
Model: PA-28R-201 S/N: 28R-7737040			
All maintenance completed IAW Piper Maintenance Manual 761639.			
<ol style="list-style-type: none"> 1. Replaced rivet on lower cabin door hinge bracket. 2. Removed data plate, cleaned surface corrosion, applied alodine, primer and paint, reattached data plate. 3. Installed missing screw on aft cabin bulkhead closure panel, top left side next to overhead air duct. 4. Replaced cabin door hold open rod with P/N 65727-00. 			
 DANIEL L. ASHER, A&P 3049539			
AIRFRAME			
Date: 9 May 11	TACH: 682.3	Reg: N2672Q	ACTT: 7734.7
Model: PA-28R-201 S/N: 28R-7737040			
All maintenance completed IAW Piper Maintenance Manual 761639.			
<ol style="list-style-type: none"> 1. Replaced static wick on inbd right aileron and out of left flap with Piper part number 494-678. 2. Replaced left and right main landing gear brake caliper bolts with new Piper part number 753-408. 			
 DANIEL L. ASHER, A&P 3049539			
AIRFRAME			
Date: 27 Jul 2011	TACH: 705.2	Reg: N2672Q	ACTT: 7757.6
Model: PA-28R-201 S/N: 28R-7737040			
All maintenance completed IAW Piper Maintenance Manual 761639.			
Performed 50 hour inspection per the 375AAW 50 hour inspection report by inspecting brakes, airfilter, tires and aircraft battery for servicability. No discrepancies noted.			
<p align="right">DANIEL L. ASHER, A&P 3045939</p> 			

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
			<p>AIRFRAME Date: 26 Aug 11 TACH: 708.3 Reg: N2672Q ACTT: 7760.7 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <p>Replaced rudder trim knob with new Piper P/N 471-085 due to hairline crack on previous knob. Also replaced aft nav light bulb per section 11-79 & 11-80 with new bulb GE 1073, ops check good.</p> <p><i>Daniel L. Asher</i> DANIEL L. ASHER, A&P 3049539</p>
			<p>AIRFRAME Date: 8 Dec 2012 TACH: 731.3 Reg: N2672Q ACTT: 7783.8 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <p>Cleaned corrosion and treated the following components: Removed and disassembled all wheels per 7-45/48, cleaned, stripped, alodined, primed and painted with Aero Glo Matterhorn white. Cleaned inspected, lubricated bearings and reassembled per 7-47/50. Replaced bearing cup on right main landing gear wheel with Timkin p/n 13836 and on left nose wheel half with p/n LM67101. Replaced right main landing gear piston per 7-20 thru 7-22 due to eroded axle with p/n 67927-09 acquired from Cherokee Aircraft Salvage, Piper PA28-180R, Reg. #N4553J, serial #28R-30414 inspected piston for defects to ensure airworthiness prior to installation. Installed stabilator trim barrel upper and lower bushing p/n 452-418 and 452-413. Rigged aileron control system per 5-12, stabilator system per 5-16, stabilator trim system per 5-22, and rudder system per 5-29. Cleaned and treated the following areas for corrosion, aft tail section at Sta. # 256.13 (steel brackets), ELT mount tray, stabilator trim system mount beam and control rod/horn, oil cooler upper and lower shroud, aft baggage compartment floor and under floor from Sta. #138.33 thru 156.00, forward wing spar Sta #108.18 and thru Sta. #48.60 (floor only), fuel pump/gascolator bay, left and right wing attach point (steel brackets) inside cabin at STA #128.73 and skin area under both upper com/nav antennas. Replaced pilot & copilot seat tracks with McFarlane MC62557-004. Applied fiberglass repair on the upper and lower cowling, battery cover and right wing lower spar bolt cover. Replaced left and right brake caliper "O" ring with AN6227-27 and bleed brake system per 7-71. Removed baggage compartment floor to replace aft gaskets, refer to FAA337 for installation. Replaced left and right tunnel channels with new Piper parts p/n 76118-00 (left) and 76118-01 (right), refer to FAA337 for installation. Added inspection access panels per SB977 in aft baggage compartment floor, refer to FAA337 for installation..... Continued on next label</p>
			<p>AIRFRAME CONTINUED Date: 8 Dec 2012 TACH: 731.3 Reg: N2672Q ACTT: 7783.8</p> <p>Installed clamp on electric fuel pump drain hose. Installed aft passenger center seat belt boot p/n 99242-013. Installed 4 each new floor track locks p/n 62654-00. Rendered the fresh air ventilation blower "INOPERATIVE" per FAR 91.213, placarded control switch, disconnected power leads from motor and secured wires to housing mount. Replaced ELT battery per 12-8 with new battery p/n BP-1010, new expiration date March 2014. Repaired right wing tip bonding strap by installing new connector. Tightened Left MLG retraction actuator 90 degree union due to leaking.</p> <p><i>Daniel L. Asher</i> DANIEL L. ASHER, A&P 3049539</p>

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
			<p>AIRFRAME Date: 9 Dec 2012 TACH: 731.8 Reg: N2672Q ACTT: 7783.8 Model: PA-28R-201 S/N: 28R-7737040</p> <p>All maintenance completed IAW Piper Maintenance Manual 761639.</p> <p>Completed annual inspection in accordance with Table III-1 Inspection Report and FAR 43.13, Appendix D. Cleaned aircraft exterior surfaces per 2-25, serviced hydraulic pump reservoir per 2-33, filled hydraulic brake reservoir per 2-42, serviced tires per 2-45, replaced induction air filter, lubricated airframe per 2-72. Removed fuel filter bowl and housing, cleaned filter screen and replaced gasket per 9-18 and reassembled per 9-17. Performed ELT inspection on Narco ELT10 according to aircraft and manufacturer's instructions and applicable FAA guidance and found that it meets the requirements of section FAR 91.207 (d). Replaced garter filter. Inspected installation of gear warning horn per ICA listed FAA Form 337 dated 10-15-04, basis of certification was Field Approval. Inspected battery installation STC SA01147WI for Continuous Airworthiness per DWG NO 5-0144. Inspected EGT installation per STC SA3862NM for continuous airworthiness. I certify this Airframe has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined airworthy. All Air worthiness Directives checked through this date. Complied with requirements of FAR 43.15 Additional performance rules for inspections para (a) and (c) (1) thru (2)(iv).</p> <p><i>George Elder</i> GEORGE E. ELDER, IA 498566777</p>


	10600 Harry J. Parrish Blvd. Manassas, VA 20110 703-530-7737	S/N: 28R-7737040 TTAF: 7857.5 Hobbs: 5956.1	06 February 2014 Tach: 805.5 N2672Q
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Inspected the controls for freedom of movement, security, and travel limits, and lubed accordingly. Inspected all lights both interior and exterior. Inspected wheels, tires and brakes and wheel bearings. Inspected shimmy damper and nose gear torque links. Inspected seats, rails, rollers, pins, and seat belts. Replaced Brackett induction filter P/N BA-10. Replaced left MLG SFA 232-3 actuator o-rings P/Ns MS28775-113 (2ea) and MS28775-110 (1ea). Serviced hydraulic system reservoir with MIL-PRF-5606 and inspected IAW sections VI & VII of the PA-28R-201 maintenance manual. Replaced stabilator cables' turnbuckle barrels P/N MS21251-B5S. Inspected deferred squawks IAW § 91.405(c) and (d). ADs searched through 2014-02. Approved TSO-C53a, Type D, oil cooler hose assembly is installed IAW paragraph (b)(2) which is a terminating action for Oil Cooler Hoses AD 95-26-13 per paragraph (b)(3); no further action required. Complied with To prevent failure of the fuel injector lines AD 2011-26-04 paragraph (i) next due @ 905.5 (not to exceed 915.5). Complied with To Prevent Failure Of The Horizontal Stabilator Control System AD 2013-02-13 paragraph (g) (1); next due @ 2805.5 tach, 9857.5 airframe total time or 06 February 2021 - whichever occurs first.

I certify I have inspected the ELT system in this airframe, found it meets the requirements of § 91.207 (d); battery due March 2014.

I certify that this aircraft has been inspected in accordance with an annual/100h Inspection as per an Inspection check list and was determined to be in an airworthy condition.


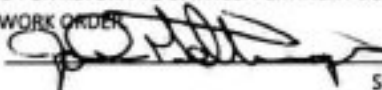
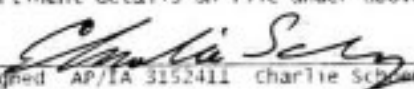
Nabil Dawood
A&P 3159967 IA *Nabil Dawood*

	10600 Harry J. Parrish Blvd. Manassas, VA 20110 703-530-7737	14 March 2014 Tach: 814.3 N2672Q
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Replaced ELT battery P/N BP-1010.
I certify I have inspected the ELT system in this airframe, found it meets the requirements of § 91.207 (d), battery due June 2015.

Nabil Dawood
A&P 3159967 *Nabil Dawood*

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
			<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>Reg. Number <u>N2672Q</u> Make/Model: <u>Arrow III</u> Ser. Number: <u>28R-7737040</u></p> </div> <div style="width: 30%;"> <p>CRS 2PJR099M Date: <u>5/2/2014</u></p> </div> <div style="width: 20%;"> <p>Leesburg Executive Airport 1005 Sycolin Rd Leesburg, VA 20175</p> <p>Work Order: <u>FP1-100407</u> Hobbs: <u>5985</u> Tach: <u>829.8</u></p> </div> </div> <ul style="list-style-type: none"> * Cleaned debris from LH fuel sump, no leaks noted. * Tightened jam nut on cabin door lock. * Reattached push rod to prop governor cable and lubed cable. * Removed old alternator PN: 3656624 SN: A207011. Installed new FAA PMA Plane Power alternator, PN: AL12-C60, SN: 2C-81600, IAW manufacturer's instructions. Operational check normal under different amperage loads. Weight and balance records have been updated to reflect these changes. <p>THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.</p> <div style="text-align: right; margin-top: 10px;">  Signature </div>
			Skyline Aviation Service Center 1005 Sycolin Rd Leesburg Executive Airport Leesburg, VA 20175 LOG ID# 2220 17-December-2014 WO# 2196 FORM M4 HOBBS 6061.6 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 897.8
			Pg 1 / 1
			:Rt. mlg light loose in socket. wiggling it made landing gear lights flicker. Removed Rt mlg light. spread socket and reinstalled. Ops check ok. :Removed and replaced starter solenoid with new P/N 584-460. Op's check ok.
			The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals was approved for return to service. Pertinent details on file under above referenced work order.
			<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 60%;">  Signed AP/IA 3152411 Charlie Schanduby </div> <div style="width: 30%;"> <p align="center"><u>12-17-14</u> Date</p> </div> </div>
<div style="font-size: 4em; opacity: 0.5; position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); pointer-events: none;"> X </div>			

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME AF	Description of work performed Signature & Certificate #
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Skyline Aviation Service Center LLC 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
 LOG ID# 2296 27-January-2015 WO# 2242 FORM M4 AC TT 7955.9 HOBBS 6068.1
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 903.5

Pg 1 / 2

- >Performed Annual inspection using Piper PA28R-201 inspection form as a guide and meeting the requirements 14CFR Part 43 appendix D. Applicable AD's have been reviewed thru 01/27/15.
- >Removed and replaced tire from wheel PN-072-312-0 S/N/Batch #- 4189500180 and replaced inner tube PN- 092-308-0. Serviced tire. Reinstalled and saftied. Ref PA28R-201 M/M 7-50. No further action required.
- >Removed and replaced Left and right Forward aileron rodends and cotter pinned nut. Checked rigging. All maintenance done IAW PA28R-201 M/M 27-10-00.
- >Removed and replaced Induction air filter PN BA10 Ref PA28R M/M 2-51. No further action required.
- >Adjusted alternator belt tension. Torqued and saftied bolt. Ref PA28R-201 M/M section XI. No further action required.
- >Fabricated tab for left front baffle from 2024T3 .040 aluminum. Installed with AN hardware and secured baffling. REF AC43.13-18 Chpt. 4 No further action required.
- >Removed and replaced left pilots windshield P/N LP-4905G IAW ASB Window replacement performed per Cherokee Arrow III Service Manual Chpt. 4-32
- >Inspected Narco ELT 10. S/N A213219 I/A/W 14CFR Part 91.207(d). No defects noted. Battery due 5/2016
- >Transcribe original compass card deviations onto new card.
- >Cleaned and lubed nose gear. Ref. PA28R-201 M/M section IIded.
- >Removed and replaced inner bearing race 2 each PN-13836 and removed and replaced bearings 2 each PN-13889. REF. Cleveland M/M AWBOM0001-7. Reinstalled tire onto aircraft and saftied. REF PIPER pa28r-201 m/m 7-50 No further action required.
- >Removed and replaced inner bearing races 2 each PN LM67010-20629 and removed and replaced bearings 2 each PN- LM67048-20629. Ref. Cleveland M/M AWBOM0001-7. Reinstalled tire onto aircraft and saftied axel nut. Ref. Piper PA28R-201 M/M 7-50 No further action required.
- >Removed and replaced LH and RH fuel tank cap gaskets. No further action required.

I certify that this Aircraft/ler has been inspected IAW an Annual Inspection and has been found to be in Airworthy condition.

Skyline Aviation Service Center LLC 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
 LOG ID# 2296 27-January-2015 WO# 2242 FORM M4 AC TT 7955.9 HOBBS 6068.1
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 903.5

Pg 2 / 2



 Signed AP/IA 3152411 Charlotte Schoenduby Date 01-27-15

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
 LOG ID# 2409 06-March-2015 WO# 2359 FORM M3 HOBBS 6088.8
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 920.3

Pg 1 / 1

Removed ignition switch PN 10-357210-1 and installed new switch PN ON: 10-357200-1.
 Operational check good

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file under above referenced work order.


 Signed AP/IA 3152411 Charlotte Schoenduby Date 3/6/2015

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
 LOG ID# 2437 12-March-2015 WO# 2382 FORM M3 HOBBS 6090.1
 N2672Q S/N 28R-7737040 PIPER PA-28R-201

Pg 1 / 1

Checked starter operation and found that bendix drive is not extending to engage with flywheel. Lubricated bendix drive IAW AMM 11-50-C. Performed ops check of starter multiple times. Ops check good at this time.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file under above referenced work order.


 Signed AP2897784 Adam Snyder Date 3-12-15

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2478 27-March-2015 WO# 3055/1 FORM M3 HOBBS 6095.9
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 928.2

Pg 1 / 1

Engine, IO-360-C1C6 S/N L-16140-51A

>Removed starter P/N MZ4222, S/N D100140, Installed overhauled starter P/N MZ-4222, S/N H-P011624. Op's check ok.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file under above referenced work order.


Signed CRS 6LVR604C Charlie Schoenduby

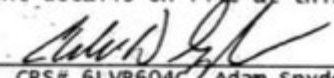
3/27/15
Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2647 26-May-2015 WO# 3190 FORM M3 HOBBS 6120.3
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 949.5

Pg 1 / 1

Removed upper cowling and removed birds nest from intake area, around cylinders and induction air filter ducting, cleaned engine compartment and reinstalled upper cowling.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS# 6LVR604C Adam Snyder

5-26-2015
Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2799 09-July-2015 WO# 3304/1 FORM M3 HOBBS 6142.1
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 968.7

Pg 1 / 1

> Removed and replaced landing light bulb P/N GE 4509. Ops check good IAW Piper PA 28R 201 MM sec 33-40.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS# 6LVR604C Andrew Phillips

7-9-15
Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2876 22-July-2015 WO# 3349 FORM M3 HOBBS 6150.2
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 975.4

Pg 1 / 1

Removed and replaced Right nav light bulb PN: A7512-12 IAW PA28R-201 AMM 11-74. Ops check good

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS# 6LVR604C Adam Snyder

7-22-2015
Date

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 2897 28-July-2015 WO# 3366 FORM M3 HOBBS 6153.3
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 798.4

Pg 1 / 1

Removed and replaced Right main tire with new, Tire PN-072-314-0 SN-5028500001 using new tube PN-092-500-0. Inflated to 30psi. Reinstalled wheel to aircraft and cotter pinned axle nut, IAW Piper MM 32-40-00.

Removed and replaced right brake linings PN-105-00200 with new rivets PN-RA66-105. Reinstalled right brake caliper and secured IAW piper in section 32-40-00. No further action required. (ASB)

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

 7-28-2015
 Signed CRS# 6LVR604C Adam Snyder Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 2977 19-August-2015 WO# 3432/1 FORM M3 HOBBS 6179.2
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1002.1

Pg 1 / 1

>Performed 100 Hour inspection using Piper PA28R-201 inspection form as a guide and meeting the requirements 14CFR Part 43 appendix O. Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2015-16

- >AD2015-02-07 Not Applicable due to propeller governor not forward mounted.
- >Complied with AD 2011-26-04 Fuel injectors lines, per MSB 342. No defects noted. Next due at 1102.1 tach or next injector line maintenance, which ever occurs first.
- >Disassembled the LH main wheel and removed tire p/n:072-314-0, s/n:7150W00269. Visually inspected the wheel halves for defects, no defects noted. Reassembled the wheel using the retained serviceable tube and new tire p/n:072-314-0, s/n:503S00523 IAW Cleveland OMM and PA28R-201 service manual section 7-48 thru 7-50
- >Replaced the LH brake linings and secured with new rivets IAW Cleveland OMM
- >Replaced the RH main wheel inner grease seal ring 153-00400 with new IAW Cleveland OMM

I certify that this Aircraft has been inspected IAW a 100 Hour Inspection and has been found to be in Airworthy condition. The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

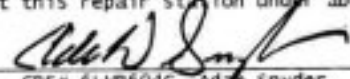
 8-19-2015
 Signed CRS# 6LVR604C Adam Snyder Date

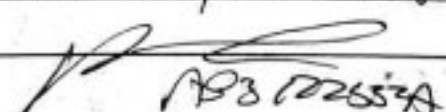
Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 3319 20-November-2015 WO# 3654 FORM M3 HOBBS 6242.0
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1057.3

Pg 1 / 1

Installed customer supplied fire extinguisher and bracket on center tunnel cover panel behind pilot and copilot seat with #10 riv-nuts and #10 screws. Ensured no interference with control cables. Reinstalled center tunnel cover panel and mounted fire extinguisher bracket with #10/32 screws. Secured fire extinguisher in bracket and checked seats to ensure they can be moved up, down, fore and aft without interfering with fire extinguisher. Updated Weight and Balance and equipment list

The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

 11-20-2015
 Signed CRS# 6LVR604C Adam Snyder Date

2/18/16		I HAVE SUSPENDED THIS M/L R CUSTOMER ETAS EASE FOR A TRIP FROM WFO TO CULPEPER (CJA)
		

DA

White Hawk Aviation
12517 Beverly Ford Road
Brandy Station, Va. 22714


Phone: 540-727-8400
Fax: 540-727-8411

N2672Q Piper PA-28R-200 Serial number: 28R-7737040

Date: 01 March 2016 TACH: 1097.4 TTAF: 8149.4 TTENG: 4059.5 SMOH: 681.7

Inspected the controls for freedom of movement, security, and travel limits, lubed same. Inspected all lights both interior and exterior. Inspected wheels tires and brakes. Topped brake reservoir with MIL 5606. Repacked all wheel bearings. Installed BA-10 induction filter. Replaced pneumatic and vacuum regulator filters. Inspected seats, seat rails, rollers, pins, and seat belts. Replaced pilot windscreen. Cleaned corrosion off battery terminals. I certify I have inspected the ELT SYSTEM in this airframe, found it meets the requirements of FAR 91.207 (d) and replaced battery. Battery expires April 2018. AD's searched through 2016-04, AD76-07-12, AD97-01-01 and AD2015-19-07. All differed items have been inspected IAW FAR91.405(c).

I certify that this aircraft has been inspected in accordance with the scope and detail of FAR 43 appendix D for a 100hr/annual inspection and was determined to be in airworthy condition.



Kevin Woodside AP3122255IA

White Hawk Aviation
12517 Beverly Ford Road
Brandy Station, Va. 22714

Phone: 540-727-8400
Fax: 540-727-8411

N2672Q Piper PA-28R-200 Serial number: 28R-7737040

Date: 03 March 2016 TACH: 1100.4

Repaired crack in pilot window IAW AC43.13.



Kevin Woodside AP3122255IA

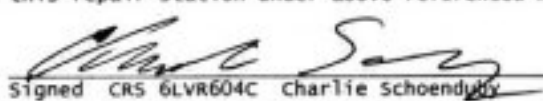
Cycle Aviation 1005 Sycollin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3790 12-April-2016 WO# 4129 FORM M3 HOBBS 6321.1
N2672Q S/N 28R-7737040 PIPER PA-28R-201

Pg 1 / 1

> Serviced nose strut with nitrogen. Ref PA28R-201 AMN 2-37

> Tighted rod end jam nuts on all gear doors.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed CRS 6LVR604C Charlie Schoendly

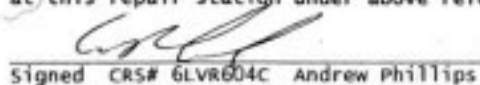
6/12/16
Date

Cycle Aviation 1005 Sycollin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3843 27-April-2016 WO# 4176 FORM M3 HOBBS 6335.5
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1138.2

Pg 1 / 1

>Removed fwd RH baffle from engine and fabricated bracket with 0.063 aluminum to secure baffle. Fabricated doubler plate with 0.063 aluminum. Riveted bracket and doubler to baffle with #3 solid rivets and installed baffle on engine. Repair IAW AC 43.13-1B 4-59

> The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed CRS# 6LVR604C Andrew Phillips

4-27-16
Date

1510
CERTIFICATE

AIRFRAME MAINTENANCE LOG

DA

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 4058 15-June-2016 WO# 4353 FORM M3 HOBBS 6364.9
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1165.3

Pg 1 / 1

> Removed old aux fuel pump P/N 481-780 S/N 100518. Removed fittings from old pump, replaced in/out fitting o-rings P/N ms29512-06. Installed fittings in overhauled pump and installed overhauled pump P/N 481-780 S/N 108550 on aircraft. All maintenance performed IAW Piper PA28R-201 9-20. Ops check good. No leaks present.

> Adjusted idle mixture IAW AMM PA28R-201 section 8A-21. Ops check good.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Daniel Wells

Signed: Daniel Wells

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 4481 16-September-2016 WO# 4646 FORM M3 HOBBS 6399.2
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1194.9

Pg 1 / 1

Engine: Lycoming IO-360-C1C6 SN: L16140-51A.

- > Performed 100 hour engine inspection using Piper Cherokee Arrow III inspection check list as a guide and meeting the requirements of Title 14 CFR Part 43 Appendix D.
- > Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2016-18.
- > Performed compression check. #1-76 #2-78 #3-77 #4-70.
- > Complied with A/D 2015-19-07 by visual inspection IAW Lycoming MSB 342-G. Removed and replaced all fuel line clamps and #3 fuel line P/N LW-12098-0-210. Performed leak check. No leaks present. Next inspection due at tach time 1294.9 or next fuel injector maintenance.
- > Drained oil. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 8 qts of 20W50XC engine oil. Performed engine run and leak check. No leaks present.
- > Cleaned fuel strainers.
- > Removed, cleaned and reinstalled fuel injectors.
- > Cleaned, gapped and rotated spark plugs. Replaced #1 and #4 lower spark plugs PN: REM-38E.
- > Replaced oil quick drain PN: Saf-air F-50. In compliance with A/D 81-11-02 R1.
- > Removed and replaced induction air filter P/N BA-10.
- > Removed and replaced lower RH engine baffle tie rod PN: 87392-002.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

I certify that this Engine has been inspected IAW 100Hour Inspection and has been found to be in Airworthy condition.

Daniel Wells

Signed: Daniel Wells

condition.

Daniel Wells

Signed: CRS# 6LVR604C Daniel Wells

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 4530 27-September-2016 WO# 4767 FORM M3 HOBBS 6407.5
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1202.6

Pg 1 / 1

>Spliced broken wire on the RH MLG downlock microswitch IAW AC43.13-18 chapter 11. Ops check good.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Daniel Wells

Signed: CRS# 6LVR604C Daniel Wells Date

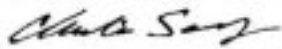
AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 4567 06-October-2016 WO# 4794/1 FORM M3 HOBBS 6418.4
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1212.7 Pg 1 / 1

> Secured wiring behind left fuel gauge which was causing fluctuations with the needle, ops check good.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: CRS# 6LVR604C Charlie Schoendubhy



Westside Aviation Services
 10601 Observation Rd Manassas, VA 20110
 703-368-8100

Airframe

DATE: 11/18/2016 N2672Q S/N: 28R-7737040 Tach: 1249.4

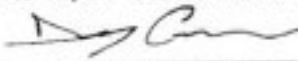
Installed a New Battery Jump 12V 100A Continuous solenoid P/N:584-458, Ops Checked Satisfactory

AP 3186493
 David Carter 

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C
 LOG ID# 4892 23-December-2016 WO# 5075/2 FORM M3 HOBBS 6503.8
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1289.8 Pg 1 / 1

>Fuel smell in aircraft. Inspected and found gascolator bowl loose. Resecured the gascolator bowl and secured with lockwire, no leaks noted.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: 6LVR604C Doug Cummins

over



10601 Observation Road
 Manassas, VA 20110
 703-368-8100

Airframe
 N2672Q
 PIPER PA-28R-201 SN28R-7737040

LYCOMING
 Tach: 1294.8

IO-360-C1C6
 SN: L-16140-51A

Feb 03, 2017

TTAF: 8346.8 TSOH:879.1

Performed a 100 Hour /Annual inspection with reference to Piper Airplane Maintenance Manual P/N 761-895 April 2008 and the scope and detail of 14 CFR 43 Appendix D. Inspected instruments for operation, condition and mounting. Re-installed trim switch after repair by Capital Avionics. Crimped new connector pins on wires to ELT Remote Switch and reinstalled. Inspected the controls for freedom of movement, security, and proper operation. Checked all lights interior and exterior, Installed landing light bulb GE-4509. Verified all required placards. Replaced existing fire extinguisher with a new halon fire extinguisher P/N A344t. Checked cabin heat and ventilation controls for freedom of movement through full travel, checked cold and hot air hoses. Installed new Scat ducting P/N OPS4X144 for left side windshield defroster. Inspected seats, seat tracks, and restraint system, for security and operation. Used three rivets with one washer each to secure rubber weather stripping on R/H lower Wing Root Panel. Tightened nut on door lock cylinder and reinstalled door panel. Inspected tires, brakes wheels, repacked nose and main landing gear wheel bearings. Rerouted oil cooler line for proper clearance to tire and any other moving parts. Added Adel clamps to position mixture cable. Jacked aircraft and swung landing gear performed emergency gear extension.

Researched ADs through 02/03/2017

C/W 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(i)(ii) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.

C/W 76-07-12 by operational inspection per para. (1)(a)(b)(c). Switch found to be airworthy. Next due AFTT 8446.8
 13-02-13 Next due at Tach 2805.5 (AFTT 9857.5) or 2/6/2021 whichever comes first.

97-01-01 R1 PCW, See airframe log entry dated: 3/1/2016 AFTT 8149.4 Found by inspection Studs are 5/8". No further action required.

I certify that I have inspected the ELT system in this airframe, found it meets the requirements of 14 CFR part 91.207 (d)
 Battery next due April 2018

I certify that this Airframe has been inspected in accordance with 100 Hour/Annual Inspection checklist and determined to be in airworthy condition.

David Carter A&P 3186493 IA

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C /
 LOG ID# 5083 22-February-2017 WO# 5240 FORM M3 HOBBS 6532.6
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1315.2

Pg 1 / 1

>Adjusted nose landing gear up micro switch. Ops check good at this time.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed: CRS# 6LVR604C Daniel Wells

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C
 LOG ID# 5103 28-February-2017 WO# 5240 FORM M3 HOBBS 653.4
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1316.4

Pg 1 / 1

>Replaced the gear up limit switch with new P/N:CA67411-006 IAW Doc. No. CA67411-006-1 Replacement Instructions and rigged up-limit switch IAW Piper PA-28R-201 MM chapter 7-12. Ops check good.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed: 6LVR604C Doug Cummins

HOBBS

AIRFRAME MAINTENANCE LOG

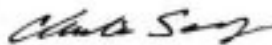
DATE	TACH READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
3/9/17	6544.0		Repacked AV MASTER BOSS (6) Breakers returned to SERV AS Per work performed Douglas G Poole 3223709 A&P Creechville EAA (669)

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C /
 LOG ID# 5257 04-April-2017 WO# 5377 FORM M3 HOBBS 6558.4
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1338.4

Pg 1 / 1

> Jacked aircraft, Removed left main wheel Assy. Removed tire P/N072-314-0 S/N 5034500523 Repaced tube P/N092-500-0 Installed new tire P/N 072-314-0 S/N6326500493. Serviced tire and installed. Ref. Piper SM 761-639. 7-48 a thru c. 7-50 a thru d.
 > Removed right main wheel Assy. Removed tire P/N072-314-0 S/N5028500001. Repaced tube P/N092-500-0. Installed new tire P/N072-314-0 S/N6326500491. Serviced tire and installed. Ref. Piper SM 761-639. 7-48 a thru c. 7-50 a thru d.
 > Removed nose wheel Assy. Removed tire P/N 072-312-0 S/N 4189500180. Replaced tube P/N GL-50678. Installed new tire P/N072-312-0 S/N 6291500086. Serviced tire and installed. Ref. Piper SM 761-639. 7-45 a thru d, 7-46 a thru f, 7-47 a thru d. Lowered aircraft from jacks.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: CRS 6LVR604C Charlie Schoenduby

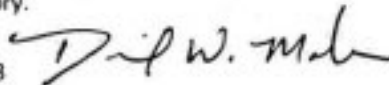


10601 Observation Road Airframe
 Manassas, VA 20110 N2672Q
 703-368-8100 PIPER PA-28R-201 SN28R-7737040 TTAF: 8409.4

LYCOMING IO-360-C1C6 Apr 14, 2017
 Tach: 1357.4 SN: L-16140-51A

Dismantled, cleaned, and inspected brake calipers, cylinders, and pistons. Replaced LH and RH brake piston o-rings P/N MS28775-222 (2), LH and RH brake linings P/N 066-10500 (4) with rivets P/N RA105-00200 (8). Reverse bled brake lines. Operational check satisfactory.

David Malone A&P 3879748



Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C
 LOG ID# 5336 20-April-2017 WO# 5435/1 FORM M3 HOBBS 6582.5
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1359.2

Pg 1 / 1

> Adjusted the NLG up limit switch IAW PA28R-201 Service manual section 7, performed multiple gear swings with no defects noted.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: 6LVR604C Doug Cummins



10601 Observation Road
Manassas, VA 20110
(703) 368-8100

Airframe
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING IO-360-C1C6
Tach: 1393.0 SN: L-16140-51A

Jun 23, 2017

Performed a 100hr/Annual Inspection with reference to Piper Maintenance Manual Inspection Checklist and the scope and detail 14 CFR 43 Appendix D. Inspected instruments for operation, condition and mounting. Secured loose wiring under control panel. Installed OAT thermometer in pilot window with locktite. Verified proper movement, security, and operation of cables, turnbuckles, and pulleys. Inspected flight controls for freedom of movement, security and proper operation. Cleaned terminals, and repaired ground on elevator trim servo, Ops check satisfactory. Checked all lights interior and exterior, installed new landing light P/N: GE-4509. Verified all required placards. Checked cabin heat, ventilation and controls for freedom of movement. Performed retract test to include emergency extension, and inspected landing gear system. Inspected all tires, brakes, wheels and repacked nose and main wheel bearings.
Researched ADs through June 23, 2017.
C/W AD 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(1)(ii) Next due Tach:1503.0 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.
CW AD 76-07-13 Bendix switch by operational inspection per para. (1)(a)(b)(c). Switch found to be airworthy. Operational inspection due every 100 hours next inspection due Tach: 1493.0
AD 13-02-13 Stabilator control repetitive action required at intervals not to exceed 2,000 hours time-in-service or 7 years, due at Tach: 2805.5 or 2/20/21 whichever occurs first.

I certify that I have inspected the ELT system in this Airframe, found it meets the requirements of 14 CRF Part 91.207(d).ELT Battery next due February 2021

I certify that this Airframe has been inspected in accordance with 100hr/Annual Inspection Checklist and determined to be in airworthy condition.

David Carter A&P 3186493 IA



10601 Observation Road
Manassas, VA 20110
(703) 368-8100

Airframe
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING IO-360-C1C6
Tach: 1412.3 SN: L-16140-51A

Jul 24, 2017

Installed new left main up limit switch P/N: E7411-005. Ops check satisfactory.

Weston Jones A&P 3919083



10601 Observation Road
Manassas, VA 20110
(703) 368-8100

Airframe
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING IO-360-C1C6
Tach: 1422.6 SN: L-16140-51A

Aug 09, 2017

Adjusted nose gear up limit switch, preformed several gear swings. Ops check satisfactory.

Weston Jones A&P 3919083

09/08/17 N2672Q Tach: 1446.0 Airframe log. Airframe Piper PA28R-201 SN 28R-7737040 Lycoming IO-360-C1C6 SN L-16140-51A TSMO:1030.3 ENGINE TOTAL TIME 4408.1

Remove Edo-Aire Mitchell Model 1 B440-2 SN 1194 for repair.

Paul Voorhees

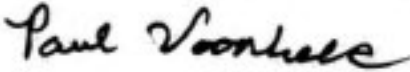
Paul Voorhees
3221506 A&P I.A.

AIRFRAME MAINTENANCE LOG

**10/13/2017 N2672Q Tach: 1447.0 Airframe Log. Piper PA28R-201
SN 28R-7737040.**

Installed Edo-Mitchell Model 1 B440-2, SN 1194. Installed Gear Switch Handle P/N: 571-233.

Paul Voorhees

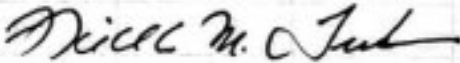


3221506 A&P IA.

AIRFRAME LOG

26 October, 2017 N2672Q Tach: 1456.0 TTAF: 8508.0 Piper PA-28R-201, S/N 28R-7737040

Installed a new Concorde Battery RG-35A, S/N 40902577 in accordance with Piper Airplane Maintenance Manual, Chapter 2G24, Page 26.



Nicholas M. Turk, Owner

Commercial Pilot

Certificate No.: 219649483

AIRFRAME MAINTENANCE LOG

12 July, 2018 N2672Q Tach: 1523.1 Airframe Log. Piper PA-28R-201 SN 28R-7737040. Lycoming IO-360-C1C6 SN L16140-51A TSMO: 1107.4 AIRFRAME TOTAL TIME: 8575.1

Performed an Engine 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, inspection list and the scope and detail of 14 CFR 43, Appendix D. Replaced main spar attach bolts at positions B1 – B4 and positions A1 – A4. Bolts were replaced in order to achieve specific thread protrusion in accordance with Piper PA-28R-201 Service Manual, Structures, Page IV-10. Repaired air circulation blower motor with serviceable used part. Repaired broken/missing fasteners on rear floorboard as necessary. Repaired broken static line fittings at rear fuselage static ports. Installed cowling anti-chafe strips. Repaired cockpit entry step by welding crack, welding re-enforcement plate and painted in accordance with Piper Service Manual and in reference to AC 43.13-2B. Complied with FAR 91.207 ELT battery and function test. Replaced ELT battery with new BP-110 battery and battery replacement next due September, 2020.

Verified proper movement, security and operation of cables, turnbuckles and pulleys. Inspected flight controls for freedom of movement, security and proper operation. Verified all required placards. Performed retract test to include emergency extension and inspected landing gear system. Inspected all tires, brakes, wheels and repacked nose and main wheel bearings. Researched Airworthiness Directives through 12 July, 2018. All Airworthiness Directives have been complied with as outlined in Airworthiness Directive Report, dated 6/12/2018.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Fuel Lines and Clamps in accordance with paragraph (e) (i) (ii). Switch found to be airworthy. Operational inspection due every 100 hours. Next due at Tach 1623.1.

Complied with Airworthiness Directive 76-07-13 Bendix switch by operational inspection in accordance with paragraph (1) (a) (b) (c). Next due at Tach 1623.1.

Complied with Airworthiness Directive 13-02-13 Stabilator control repetitive action required at intervals not to exceed 2000 hours time-in-service or 7 years, due at Tach 2805.5 or 2/20/2021 whichever occurs first.

I certify this Airframe has been inspected in accordance with a 100hr/Annual Inspection and found to be airworthy. I approve this aircraft for return to service.

Paul D. Voorhees



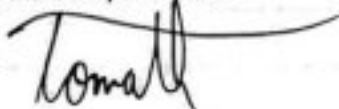
3221506 A&P I.A.

09/17/2018



N2672Q Piper PA28R-201 SN: 28R-7737040 Tach: 1542.6 ACTT:

Jacked aircraft and R&R nose inner tube with new Michelin Airstop 5.00X5. Work performed IAW Piper PA28R service manual. I certify that this aircraft is approved for return to service for the work performed.

Thomas Mathis, A&P 3449886 for Sparta Aero Services, Inc.



AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
AIRFRAME LOG			
<p>11 October 2018 N2672Q Tach: 1548.6 Hobbs: 6794.6 Airframe Log. Piper PA-28R-201 SN 28R-7737040. AIRFRAME TOTAL TIME: 8600.6. Removed and replaced Mitchell (AIM) 52D67, 700-3CF attitude gyro serial number 4577BX with overhauled Mitchell (AIM) 52D67M, 700-3CF attitude gyro serial number 1715A which was overhauled by Castleberry Instruments and Avionics on 23 August, 2018, W/O W10903. Repaired lower right heat duct flange where it secures to the firewall. Repaired left and right windshield visor connecting rods. Repaired cracks in right windshield visor. Repaired cracks and ground wiring in cabin overhead console. Repaired ground to instrument panel post lights. Repaired cracks to rear cabin bulkhead with epoxy compound. Repaired pilot and copilot seat springs.</p>			
<p>I certify this Airframe is airworthy. I approve this aircraft for return to service.</p>			
<p>Paul D. Voorhees</p>			
			
<p>3221506 A&P I.A.</p>			
AIRFRAME LOG			
<p>25 October 2018, N2672Q Tach: 1559.5 Hobbs: 6807.2 Airframe Log. Piper PA28R-201 S/N 28R-7737040 AIRFRAME TOTAL TIME: 8611.5</p>			
<p>Replaced defective landing light bulb with 4509 Halogen bulb. I approve this aircraft for return to service.</p>			
<p>Paul Voorhees</p>			
			
<p>3221506 A&P I.A.</p>			

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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N2672Q	PA28R-201	Ser.# 28R-7737040	12/13/2018
Tach - 1575.1	Hobbs - 6824.8	AFTT - 8627.1	

- Removed Garmin G500 for instrument panel access.
- Troubleshoot inoperative Rt. fuel gage backlighting. Noted missing fuel gage light socket/wiring..
- Located fuel gage light socket improperly stowed in wiring bundle. Removed socket from bundle and installed in place in instrument cluster. Fuel gage backlight checks good.
- R/H altimeter post light found intermittent. Cleaned socket with contact cleaner. R/H altimeter post light op checks good.
- Reinstalled Garmin G500 to panel and performed function check of unit with no discrepancies noted.

This aircraft is considered airworthy with respect to work performed.

Kevin R. Hammon

Kevin R. Hammon
AP3120655

AIRFRAME LOG

01 March 2019, N2672Q Tach: 1591.5 Hobbs: 6839.2 Airframe Log.

Piper PA28R-201 S/N 28R-7737040 AIRFRAME TOTAL TIME: 8643.5

Removed seats, trim wheel cover, tunnel cover, rear floor board, ELT cover, and tail cone to lubricate trim cables, pulleys, and spool. Lubricated flap actuator. Installed tail cone, ELT cover, rear floor board, tunnel cover, and trim wheel cover. Checked for normal operation. I approve this aircraft for return to service.

Paul Voorhees

Paul Voorhees

3221506 A&P, I.A.

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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AIRFRAME LOG

10 APRIL, 2019 **N2672Q** **PA28R-201** **Ser.# 28R-7737040**
Tach - 1615.5 **Hobbs - 6870.6** **AIRFRAME TOTAL TIME - 8667.5**

Performed an 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, and the scope and detail of 14 CFR 43 Appendix D. Verified proper movement, security and operation of cables, turnbuckles and pulleys and lubricated where required with LPS2. Inspected flight controls for freedom of movement, security and proper operation and lubricated where required. Verified all required placards. Performed retract test to include emergency extension, inspected and greased landing gear with Aeroshell 6 grease. Inspected all tires, brakes, wheels and repacked nose and main wheel bearings. Checked hydraulic reservoir and serviced with 5606 hydraulic fluid. Cleaned inside skin of left wing and coated it with corrosion X. Installed new grease zerk on left landing gear. Researched Airworthiness Directives through 9 April, 2019. All ADs have been complied with as outlined in the Airworthiness Directive Report dated 9 April, 2019.

Complied with AD 15-19-07 Fuel Injector Lines and Clamps in accordance with paragraph (e) (i) (ii), next due at Tach- 1725.5

Complied with AD 76-07-13 Bendix switch by operational inspection in accordance with Paragraph (1)(a)(b)(c), and visual inspection showed switch was marked with "White Dot" no further action required per this AD.

I certify that I have inspected the ELT system and that it meets the requirements of 14 CFR Part 91 207(d). Battery replacement due Sept 2020.

I certify that this Airframe has been inspected in accordance with the 100hr/Annual Inspection and found to be airworthy. I approve this aircraft for return to service.

Wayde Spinner *Wayde Spinner*
 A&P 341586401 IA
 Big River Aviation, LLC

AIRFRAME MAINTENANCE LOG

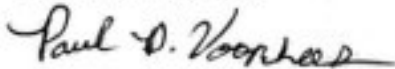
DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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AIRFRAME LOG

**28 May, 2019 N2672Q Tach: 1636.1 Airframe Log Piper PA-28R-201
S/N 28R-7737040 AIRFRAME TOTAL TIME: 8688.1**

Replaced BP-1010 ELT battery. Manufacture date Dec 2018. Complied with FAR 91.207 ELT Battery and Function Test. Battery next due 30 Sep, 2020. I approve this aircraft for return to service.

Paul D. Voorhees



3221506 A&P I.A.
Big River Aviation, LLC

AIRFRAME LOG

**14 June, 2019 N2672Q Tach: 1648.6 Airframe Log Piper PA-28R-201
S/N 28R-7737040 AIRFRAME TOTAL TIME: 8700.6**

Cleaned contact for the outside air temperature probe. Removed paint to ensure grounding contact. I approve this aircraft for return to service.

Michael C. Read

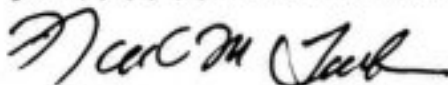


3556727 A&P I.A.
Big River Aviation, LLC

AIRFRAME LOG

**15 June, 2019 N2672Q Tach: 1648.6 Airframe Log Piper PA-28R-201
S/N 28R-7737040 AIRFRAME TOTAL TIME: 8700.6**

Replaced pilot and co pilot front seat cabin carpets with Avenue #5 Sapphire obtained from Marion Aircraft, letter of conformance which meets FAR 25.853 (a) APPENDIX F part (a) (1) (ii) 12 Second Vertical enclosed in aircraft records.



Nicholas M. Turk, Owner Commercial Pilot Certificate No.: 219649483

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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LOGBOOK ENTRY
AIRFRAME

N: N2672Q Date: 11-22-2019
 Make: Piper Tach: 1682.5
 Model: PA-28-201 Hobbs: 6946.0
 SN: 28R7737040 ACTT: 6946.0



Ideal Aviation
 5200 Omega Dr.
 Sauget, IL 62206
 618-337-5845

UNSCHEDULED MAINTENANCE

- 1.) Performed Preliminary Inspection.
- 2.) Diagnosed and verified GRS-77 wiring is causing backshell to sag and the top pins are not fully seating. When the D-Sub Connector and backshell is re-seated the Garmin G500 PFD/MFD boots up properly without any issues with the LRU's.
- 3.) Replaced Garmin GTN-650 Internal SD Card, and updated GTN-650 software to version 6.62 per Service Bulletin 1933 Rev. B. Reinstalled Basemaps, Terrian, and other Databases on new internal SD Card.
- 4.) Made a stand off support bracket from 1.8 inch piece of 5020-0 5/16 tubing and used an AN3-24A bolt with MS21919WG-11 Adel Clamp, and two AN960, AN960LL washers. Drilled hole in the support bracket and added stand off bracket for wire harness support, as per AC 43.13-1B CHG 1 Chapter 11 Section 11 -59.

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. A1866, Dated 11/22/2019.

SIGNED *[Signature]* Ideal Aviation. CRS # 4IAR453C

AIRFRAME LOG

15 March, 2020 N2672Q Piper PA-28R-201 S/N 28R-7737040
Tach: 1694.1 Hobbs 6959.4 AIRFRAME TOTAL TIME: 8746.1

Removed aircraft cabin entry door. Removed aircraft cabin entry door seal and cleaned excess glue from the door frame. Installed new Piper Front Door Seal, Part No. ADS1200-301-23. Installed aircraft cabin entry door and adjusted for fit. I approve this aircraft for return to service.

Paul D. Voorhees *Paul D. Voorhees* 3221506 A&P I.A.
 Big River Aviation, LLC

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #

AIRFRAME LOG

22 August, 2020 N2672Q TACH: 1698.5 HOBBS: 6964.6 Piper PA-28R-201
S/N 28R-7737040 Airframe Total Time: 8750.5

Performed a 100 Hr./Annual Inspection with reference to Piper Service Manual P/N 761 639, Lycoming Maintenance Manual and the scope and detail of 14 CFR Part 43, Appendix D. Verified proper movement, security and operation of cables, turnbuckles and pulleys. Inspected flight controls for freedom of movement, security and proper operation. Verified all required placards. Performed landing gear retraction test to include emergency extension and inspected landing gear system. Inspected all tires, brakes, wheels and repacked nose and wheel bearings. Brake hoses replaced with new Aero Aviation Co. part numbers 111417-4S-0110, 111417-4S-0110, 111417-4S-0162 and 111417-4S-0050. Nose strut rebuilt with J&M Piper Nose Strut Rebuild Kit JMPRNS1. Shimmy dampener rebuilt with Cleveland Seal Repair Kit 05-14571.

Removed and reinstalled engine to facilitate repair of Engine Mount Assembly, Piper part no. 67119-57. Engine Mount Assembly removed and repaired by Aerospace Welding Minneapolis, Inc. FAA Form 8130-3 tracking no. 192340 provided for airframe records. Engine mount adjusted and repaired while mated to aircraft nose trunnion and replaced serviceable Drag Link Assembly Piper part no. 76426-03. Engine Mount Assembly reinstalled with four (4) new Barry Mounts, part no. 94011-20 and associate new mounting hardware. Pilot Seat Track Cable replaced by new Piper part no. 554-422. Piper Gas Tank Gaskets replaced with new Piper part no. 66815-00 and 39829-02. Lubricated stabilator jack screw, pulleys and cables and checked for proper operation. Adjusted cabin door latches. Replaced Garter Filter part no. RA-B3-5-1 for the vacuum system. Piper Service Bulletin No. 1345 Main Wing Spar Inspection complied with and no cracks noted with eddy current inspection by St. Louis Testing Laboratories, Inc. Inspection report provided for airframe records. Complied with 14 CFR Part 91, 207(d) ELT battery and function test. Battery replacement next due May 2021. Researched Airworthiness Directives through 22 August, 2020. All Airworthiness Directives have been complied with as outlined in Airworthiness Directives Report, dated 22 August, 2020.

Complied with Airworthiness Directive 76-07-13 Bendix switch by operational inspection in accordance with paragraph (1) (a) (b) (c) and visual inspection showed switch was marked with "White Dot" and no further action required per this Airworthiness Directive.

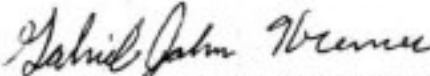
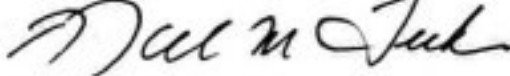
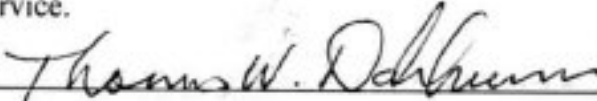
Complied with Airworthiness Directive 13-02-13 Stabilator control repetitive action required at intervals not to exceed 2000 hours time-in-service or seven (7) years. Next due at TACH 2805.5 or 6 Feb 2021 whichever occurs first.

I certify this airframe has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this aircraft for return to service.

Paul D. Voorhees

Paul D. Voorhees
 3221506 A&P I,A,
 Big River Aviation, LLC

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
AIRFRAME LOG			
10 September, 2020	N2672Q	TACH: 1710.2	HOBBS: 6977.1 Piper PA-28R-201 S/N 28R-7737040 Airframe Total Time: 8762.2
Removed RAPCO, Inc. Dry Air Pump part no. RA215CC, S/N A21371. Installed serviceable Tempest Dry Air Pump part no. AA3215CC, S/N N60149 using new gasket part no. MS9134-01. Operational check satisfactory. I approve this aircraft for return to service.			
 Gabriel John Kremer, 2730973 A&P			
AIRFRAME LOG			
10 September, 2020	N2672Q	TACH: 1710.2	HOBBS: 6977.1 Piper PA-28R-201 S/N 28R-7737040 Airframe Total Time: 8762.2
Replaced pilot and co-pilot front seat inserts with Richloom 16520272, Rich Woolly Bone fabric. Fabric treated for fire resistance by Advanced FR Solutions, Terrell, TX, P.O. No. N2672Q. Certificate of Flammability Testing from CC Aviation, LLC meets 14 CFR 25.853 (a) Amdt. 2-116, Appendix F, Part 1 (a) (1) (ii) Vertical (12 second) Burn Test. Letter of Conformance from Advanced FR Solutions and Certificate of Flammability Testing provided to Airframe Log. Weight and Balance negligible.			
 Nicholas M. Turk, Owner Commercial Pilot Certificate No. 219649483			
AIRFRAME LOG			
5 November, 2020	N2672Q	TACH: 1713.1	HOBBS: 6980.9 Piper PA-28R-201 S/N 28R-7737040 Airframe Total Time: 8765.1
Removed and replaced nose gear downlock spring with new part no. 487-487. Conducted a gear retraction test. Conducted an emergency gear extension test. Operational check satisfactory. I approve this aircraft for return to service.			
Thomas W. Dahlmann  A&P, I.A. 2111007			

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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CO-MAR
AVIATION
A Member of the Martin Group

1020 Woodhurst Street
Bowling Green, KY 42103
270-781-9797

N2672Q PIPER PA28R-201

S/N: 28R-7737040

NOV 16, 2020 TACH: 1717.6

Nose gear down indication failure. Down lock limit switch actuator tab bent out of range of limit switch. Straightened actuator tab and adjusted per PA28R AMM. Functions check satisfactory. END.

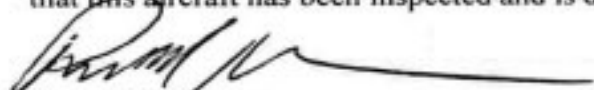
Jessie L Cogar AP3757683



AIRFRAME LOG

4 January, 2021 N2672Q SN: 28R-7737040 Tach: 1732.3 Airframe Total Time: 8784.3

Right main tire flat. Removed wheel and tire assembly. Replaced 6 ply rating tire P/N 6.00-6, inner tube P/N 06-00754, and brake rotor P/N APS 164-02000 referencing Piper Service Manual Chapter 7, Paragraph 48-52. Serviced right main gear strut referencing Piper Service Manual Chapter 2, Paragraph 37. I certify that this aircraft has been inspected and is determined to be in airworthy condition.



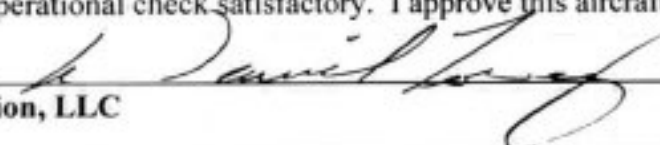
Ronald J. Brown
A&P 3443354 IA
Big River Aviation, LLC

AIRFRAME LOG

**20 January, 2021 N2672Q TACH: 1742.3 HOBBS: 7014.2 Piper PA-28R-201
S/N 28R-7737040 Airframe Total Time: 8794.3**

Jacked up aircraft. Adjusted trim indicator. Lubricated trim. Checked trim rigging IAW Piper Arrow PA28R-201 Maintenance Manual. Conducted four gear retraction tests. Conducted an emergency gear extension test. Operational check satisfactory. I approve this aircraft for return to service.

Daniel Lorenz
Big River Aviation, LLC



A&P 3484115

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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AIRFRAME LOG

**2 March, 2021 N2672Q Piper PA-28R-201 S/N 28R-7737040 TACH: 1762.1
HOBBS: 7037.3 Airframe Total Time: 8814.1**

Left main tire flat. Removed left wheel and tire assembly. Replaced 6 ply rating tire P/N 06-07900, inner tube P/N GL-6020B, two brake pads with P/N APS 66-10500, and brake rotor P/N APS 164-02000 with new parts referencing Piper Service Manual Chapter 7, Paragraph 48-52. I certify that this aircraft has been inspected and is determined to be in airworthy condition. I approve this aircraft for return to service.

Michael C. Read  **A&P I.A. 3556727**
Big River Aviation, LLC

AIRFRAME LOG

**7 May, 2021 N2672Q Piper PA-28R-201 Tach: 1798.6 S/N 28R-7737040
AIRFRAME TOTAL TIME: 8850.6**

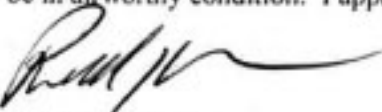
Performed a 100 Hr./Annual Inspection IAW 14 CFR 43 Appendix D. Inspected flight controls for freedom of movement, security and proper operation and lubricated where required. . Verified proper movement, security and operation of cables, turnbuckles and pulleys and lubricated where required with LPS2. Verified all required placards. Inspected landing gear, tires, and brakes. Nose tire PN 5.00-5 Air Hawk AB3D4 and nose inner tube PN GL-5067B were replaced with new parts due to wear. Bearings repacked. Wheel halves torqued to 90 in lbs. Replaced hose on oil breather tube. Replaced four left and right nose door rod ends with new parts PN CA452-335A. Swung gears to check rigging of doors and landing gears. Fuel strainer screen cleaned, resealed with new Piper gascolator gasket PN 462-049, and reinstalled. Leak checked satisfactory. Replaced Brackett air filter element PN BA-105. Replaced Brackett vacuum regulator filter PN B3-5-1. Nose scissor brace had two bolts that required additional hardware. Left aileron control rod inboard end required an additional washer to remove free play. Replaced right brake pads PN APS66-10500. Touched up left wing fuel placard so it was readable. Replaced a static wick on the left aileron and two on the right aileron with static discharge wick model SW10-96, PN 11-12511. Cleaned intercom plug with Dioxin. Lubed trim system. All ADs have been complied with as outlined in the Airworthiness Directive Report dated 7 May, 2021. Removed ELT battery PN BP1010 and installed new battery that expires in July 2023. Complied with FAR 91.207(d) ELT "g" switch check, ELT checked good. Owner supplied all parts.

Complied with Airworthiness Directive 76-07-13 Bendix switch by operational inspection in accordance with paragraph (1) (a) (b) (c) and visual inspection showed switch was marked with "White Dot", no further action required.

Complied with Airworthiness Directive 13-02-13 Stabilator Control System repetitive action required at intervals not to exceed 2000 hours time in service or seven (7) years. Next due at Aircraft Total Time 10850.6 or 7 May, 2028, whichever occurs first.

Complied with Airworthiness Directive 20-26-16 Wing Separation by Main Spar Cap Fatigue Cracking. May 18, 2020 St. Louis Testing Laboratories tested lower main wing spar cap bolt holes with no cracks noted as per Piper Service Bulletin No. 1345 using a Olympus Nortec 600. Appendix 1 to AD 2020-26-16 submitted to FAA and Piper Certification Office May 2021.

I certify that this aircraft has been inspected in accordance with a 100 Hr./Annual inspection and was determined to be in airworthy condition. I approve this Airframe for return to service.


Ronald J. Brown
A&P 3443354 IA
Big River Aviation, LLC

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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AIRFRAME LOG

16 November, 2021 N2672Q Piper PA-28R-201 Tach: 1898.2 S/N 28R-7737040
Hobbs: 7191.6 AIRFRAME TOTAL TIME: 8950.2

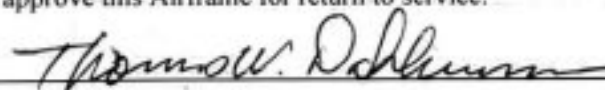
Performed a 100 Hr./Annual Inspection IAW 14 CFR 43 Appendix D. Inspected flight controls for freedom of movement, security and proper operation and lubricated where required. Verified proper movement, security and operation of cables, turnbuckles and pulleys and lubricated where required with LPS2. Verified all required placards. Inspected landing gear, tires, and brakes. Replaced Brackett Replacement Element air filter with new Part No. BA10. Removed landing light and replaced with new Aero-Lites Part No. PAR36L201 Rev. A LED Landing Light. All ADs have been complied through 16 November, 2021. Inspected ELT and battery. ELT battery expires July 31, 2023. Complied with FAR 91.207(d) ELT "g" switch check, ELT checked good.

Complied with Airworthiness Directive 76-07-13 Bendix switch by operational inspection in accordance with paragraph (1) (a) (b) (c) and visual inspection showed switch was marked with "White Dot", no further action required.

Complied with Airworthiness Directive 13-02-13 Stabilator Control System repetitive action required at intervals not to exceed 2000 hours time in service or seven (7) years. Next due at Aircraft Total Time 10850.6 or 7 May, 2028, whichever occurs first.

Complied with Airworthiness Directive 20-26-16 Wing Separation by Main Spar Cap Fatigue Cracking. May 18, 2020 St. Louis Testing Laboratories tested lower main wing spar cap bolt holes with no cracks noted as per Piper Service Bulletin No. 1345 using a Olympus Nortec 600. Appendix 1 to AD 2020-26-16 submitted to FAA and Piper Certification Office May 2021.

I certify that this aircraft has been inspected in accordance with a 100 Hr./Annual inspection and was determined to be in airworthy condition. I approve this Airframe for return to service.

Thomas W. Dahlmann  **A&P, I.A. 2111007**

AIRFRAME LOG

27 January, 2022 N2672Q Piper PA-28R-201 S/N 28R-7737040 TACH: 1910.5
HOBBS: 7205.4 Airframe Total Time: 8962.5

Right main tire flat. Removed right wheel and tire assembly. Replaced 6 ply rating tire with new Condor tire P/N 072-314-0; replaced inner tube with new Michelin Airstop tube P/N 092-500-0 referencing Piper Service Manual Chapter 7, Paragraph 48-52. I certify that this aircraft has been inspected and is determined to be in airworthy condition. I approve this aircraft for return to service.

Larry McCormick  **A&P 2148841**

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
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AIRFRAME LOG

2 March, 2022 N2672Q Piper PA-28R-201 S/N 28R-7737040 TACH: 1933.9
HOBBS: 7231.0 Airframe Total Time: 8985.9

Re-sealed left and right windshield, co-pilot side window and pilot side window with 3M AC-251 Canopy/Windshield Sealant. I certify that this aircraft has been inspected and is determined to be in airworthy condition. I approve this aircraft for return to service.

Thomas W. Dahlmann *Thomas W. Dahlmann* **A&P, I.A. 2111007**

AIRFRAME LOG

31 March, 2022 N2672Q Piper PA-28R-201 S/N 28R-7737040 TACH: 1935.7
Airframe Total Time: 8987.7

Removed radio rack and associated components; turn & bank indicator, VOR indicator, directional gyro, Garmin G500 MFD/PFD, and Garmin GTN 650 GPS. Removed Nav Light potentiometer switch 67436-004 and installed with new Piper part no. 587-779KIT. Re-installed the removed equipment. Ops checked equipment and nav light switch good. I approve this aircraft for return to service.

Michael A. Taff *Michael A. Taff* **A&P 3609372**
 Big River Aviation, LLC

N2672Q

SPANAFLIGHT AVIATION, LLC
 16705 103rd Ave. Ct. E.
 Puyallup, WA 98374
 (253)848-2020



Aircraft Make/Model	Piper PA28R-201	Aircraft Serial	28R-7737040
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DATE: 8 JUN 2022 Tach: 1987.3 AFTT: 9039.3

Performed an annual inspection this date IAW the scope and detail of 14 CFR 43 Appendix D. Researched ADs through biweekly 2022-11. Checked ATP AD profiles and found current log AD index to be up to date. Performed ELT annual inspection IAW 14 CFR 91.207(d) by visual and operational checks (ELT Exp. 7/2023)(Next Due 06/2023). Packed all wheel bearings. Checked all interior and exterior lighting. Serviced airframe: lubricated all pulleys, bearings and bushings, checked all control surface travels and cable tensions. Removed fuel strainer, inspected filter and replaced o-rings, safetied. Performed WIP vacuum pump vane wear insp. vane 50%. Placed a/c on jacks. Performed several normal gear swings including emergency extension IAW Piper SM. No faults noted. Lubed landing gear components. Placarded analog clock INOP at this time. Secured loose wires behind panel. Installed 1 new grease fitting on LMLG leg. Removed, charged, load tested and reinstalled battery post inspection. Resealed forward area of windshield.

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

Signature *Tom Taff* **AP 3048703 IA**

NN2672Q AIRFRAME LOG BOOK ENTRY PA-28R-201, S/N 28R-7737040
10/13/22, 2042.0 Tach

Attempted to reseal windshield in place (found felt decayed). Removed windshield, replaced felt, resealed with 100% Silcon & new screws

Central Aircraft Repair
 900 NW Airport Road
 Chehalis, WA 98532
 (360) 748-0190

Walter Jordan A&P 337406688
Walter Jordan



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q
TACH: 2092.0

PIPER, PA-28R-201, S/N: 28R-7737040

June 08, 2023

Performed annual inspection on this aircraft IAW annual inspection checklist and Piper SM. Performed aircraft engine run and operational check. Removed aircraft cowl, exterior panels, seats and floor covers/panels to perform inspection. Checked ailerons, flaps, elevators, rudder and trim surfaces for operation, condition, travel and control tensions per maintenance manual and found all to be within TCDS limits. Lubricated bushings, rod ends and hinges. Removed wheels, cleaned and greased bearings and reinstalled. Greased pivots, steering rod and torque links. Removed battery and inspected, top charged and reinstalled. Brakes discs and linings measured - above wear limit - topped off brake reservoir. Removed fuel strainer, cleaned and inspected to be free of contaminants - reinstalled and safetied. Inspected all lighting interior and exterior in good shape - ops check good. Reinstalled all panels, interior and seats, and cowls. Performed the following work:

2. Installed new brake pads p/n:066-10500.
3. Performed ELT annual inspection IAW 14CFR91.207(d). Installed new BP-1010 battery pack. Due again next annual, batt exp Jul 2025.
4. Performed AD2015-19-07 by inspection of fuel injector lines and clamps. Due again in 100 hrs. Or fuel mx.
5. Secured ELT cockpit placard to sidewall.
6. Repaired defrost cable and reattached to defrost control arm.
7. Removed worn vac pump. Install new vac pump AA3215CC and ops checked good.
8. Secured right side wing vents to help prevent further water from entering cabin.
9. Topped off brake reservoir fluid with 5606.
10. Installed new bonding strap on left inboard flap hinge.



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11. Installed new bushing and castellated nut on steering bell crank in engine bay.
12. AD20-26-16 wing spar separation by main spar cap fatigue cracking PCW 16 Nov. 2021 @Tach:1898.2. Not due at this time.

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2023-12 and updated aircraft AD indexes.

I certify this aircraft has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_218.

Ryan Buczak A&P w/IA 3048703

Removed KMA20 & AA80 from Aircraft. Installed GMA345 in accordance with Current GMA345 Installation Manual and AC43-13. Completed FAA337 & Updated Weight&Balance/Equipment List. Placed GMA345 operators Guide with A/C POH. Replaced Leaking Altimeter with OHC Altimeter PN# 5934PA-1 sn# T1477 & Repaired Static System Leaks.

The aircraft and components identified above were repaired and inspected in accordance with current FAA regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station under work order number 230614-1 in N2672Q.

Spencer Avionics CRS 1RW197C
16911 103th Ave E
Puyallup, WA 98374

Signed

Date


6-27-2023

20 Sep 23 2095.0


Tape up PAINT ON LEADING EDGE OF WINGS AND CR 43, APPROX 1/4" PREVENTATIVE MAINTENANCE. MARK A. HOLLOWAY, PILOT 3046419

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
Northwest Seaplanes, inc.			N2672Q
August 12, 2023			Hobbs: 7458.9 Tach: 2139.3
Removed and replace LH main tire and tube with new, Goodyear 6.00-6 p/n 606C61-6. Aircraft is returned to service.			
Denmark Laguna			AP3857598

wo: WO_290	Airframe Repair or Service - page 1 of 1
 <p>Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671</p>	
N2672Q TACH: 2141.7	August 18, 2023
Removed flat nose gear tire. Installed new tube P/N TU500X5 and 5.00-5 6 ply tire. Serviced the bearings and inflated to 27psi. Ops check good, no leaks.	
With respect to the work performed, this aircraft is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_290.	
Song Kim A&P 4368224	<i>[Signature]</i>

17 SEP 23	2155	ELECTRIC PWR TRIM INOP. IMPROVE TRIM FOOT PEDAL. SERVICED AND REPLACED SWITCH INOP 1 AND CTR 45, APPA MARK A. McLEOD PRIVATE PILOT OWNER 3046419 <i>[Signature]</i>
11 OCT 23	2174.2	REPLACED L & R NAV LIGHTS MARK A. McLEOD, PRIVATE PILOT OWNER 3046419 <i>[Signature]</i>
26 JAN 24	2183.6	REMOVED AND REPLACED COPILOT SEAT LAP BELT AND SHOULDER HARNESS P/N 3133-3-291-2396. P/N 8130-3 US 600352-3-HG. 1 AND CTR 43, APPA MARK A. McLEOD, PRIVATE PILOT 3046419 OWNER. <i>[Signature]</i>

wo: WO_421	Airframe Repair or Service - page 1 of 1
 <p>Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671</p>	
N2672Q TACH: 2186.8	February 16, 2024
Removed nav light covers LH and RH and cleaned grounds.	
With respect to the work performed, this aircraft is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_421.	
Michael Schuerman A&P w/IA 3436919	<i>[Signature]</i>

AIRFRAME MAINTENANCE LOG

DATE	TACH. READING	TOTAL TIME A/F	Description of work performed Signature & Certificate #
4/11/24			REMOVED FLAT NOSE GEAR TIRE AND TUBE. INSTALLED NEW AIR FRAME 5X5.00 TIRE AND LEAKDOWN INNER TUBE INFLATED TO 27PSI. REINSTALLED OPS CHECK GOOD. WORK PERFORMED BY OWNER PER CFR 43, APP A. MARK A. MELAN, PRIVATE PILOT/OWNER 3046419. <i>M.A. Melan</i>

wo: WO_456

Airframe Annual - page 1 of 1



Evergreen Airworks LLC · 33212 Webster Rd E · Eatonville, WA 98328 · 414-416-8671

N2672Q
TACH: 2207.7

PIPER, PA-28R-201, S/N: 28R-7737040
TTSN: 9259.7

July 17, 2024

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2024-15 and updated aircraft AD indexes.

1. Performed aircraft engine run and operational check. Removed aircraft cowl, exterior panels, seats and floor covers/panels to perform inspection. Checked ailerons, flaps, elevators, rudder and trim surfaces for operation, condition, travel and control tensions per maintenance manual and found all to be within TCDS limits. Lubricated bushings, rod ends and hinges. Greased pivots, steering rod and torque links. Removed battery and inspected, top charged and reinstalled. Installed new air filter P/N BA-10. Brakes discs and linings measured - above wear limit - topped off brake reservoir. Removed fuel strainer, cleaned and inspected to be free of contaminants - reinstalled and safetied. Inspected all lighting interior and exterior in good shape - ops check good. Reinstalled all panels, interior and seats, and cowls. Performed the following work:
2. AD2024-10-04 (Not applicable by Serial Number).
3. AD2020-26-16 (Per SB 1372 dated April 3, 2024) Calculated service hours for next eddy current inspection due Tach 2498.9.
4. C/W SL1327E by inspection of wing walk modification and found no cracks.
5. SL1331 Inspected and found .090 spring attachment plates installed on MLG. No further action.
6. Performed ELT annual inspection IAW 91.207(D) Annual Next Due July 2025.
7. Removed aft exhaust collector and replaced with new P/N A67517-000. Stuck riser required quite a bit of tweaking to dislodge from old. Aligned tailpipes and reinstalled with anti seize. Drilled clamp alignment hole and reinstalled shroud.
8. Replaced left outboard elev trim hinge pin.
9. Troubleshoot pitch trim and found power through yoke switch good and servo motor to be inop. Disabled electric trim and placarded inop. Replaced manual trim wheel with new P/N 68414-003. Greased cable ends and checked tensions to be 13 lbs (14 +/- 1 lb). Lubricated the rear drum and bearing with Molyb. Dis. Ops check satisfactory.
10. Replaced nose gear wheel with serviceable Cleveland replacement P/N 40-77. Bearings cleaned and greased with Mobile 28. Installed new Butyl rubber 5.00-5 tube with Talc and torqued halves to 90 in. lbs. Serviced to 29 psi and safetied axle nut.
11. Owner replacement pilot lap belt and shoulder harness reel assy P/N 3133-3-291-2396 dated A0324.
12. Drilled out cabin heat flapper hinge pin on right side of firewall. Installed new oversize Stainless pin and safetied control arm. Play is gone.

I certify this aircraft has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_456.

Michael Schuerman A&P w/IA 3436919

Michael Schuerman

7/5/24			REMOVED BATTERY, REPLACED WITH SAME CONCORDE RB-35A IN 41267039 29NOV22. RECLOSED BATTERY BOX, OPS CHECK GOOD. WORK PERFORMED BY OWNER/PRIVATE PILOT 3046419 PER CFR 43 APP A, PART C24. <i>M.A. Melan</i>



Evergreen Airworks LLC - 16703 103rd Ave Ct E - Puyallup, WA 98374 - 414-416-8671

N2672Q
TACH: 2237.1

PIPER, PA-28R-201, S/N: 28R-7737040
TTSN: 9289.1

April 28, 2025

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2025-08 and updated aircraft AD indexes.

Performed aircraft engine run and operational check. Removed aircraft cowl, exterior panels, seats and floor covers/panels to perform inspection. Checked ailerons, flaps, elevators, rudder and trim surfaces for operation, condition, travel and control tensions per maintenance manual and found all to be within TCDS limits. Greased pivots, steering rod and torque links. Brakes discs and linings measured - above wear limit. Installed new vacuum regulator filter. Removed fuel strainer, cleaned and inspected to be free of contaminants - reinstalled and safetied. Inspected all lighting interior and exterior in good shape - ops check good. Reinstalled all panels, interior and seats, and cowls. Performed the following work:

1. Performed numerous gear swings. Checked gear up and down switches for contact. Checked reservoir fluid level. Checked gear rigging. Sprayed switches with cleaner and lubricant. Greased gear pivots. Performed emergency gear extension. Lights came on within 1-2 seconds. Gear unsafe light did not come on at all when the gear was up and locked. Adjusted LH gear door and added chafe tape to door. Tightened all torque links.
2. Inspected aileron pulleys in Left and Right wings.
3. Performed ELT inspection per FAR 91.207(d) Next Due: 04/2026. Installed new ELT battery, expires 4/27.
4. Cleaned off corrosion from ground and power terminals for electric boost pump.
5. Removed RH stabilizer trim tab due to crack near attach bracket. Painted to match serviceable trim tab. Installed with new hinge pins. Adjusted trim tab to achieve correct travels. Up 3 degrees, down 12 degrees per Piper Arrow MM and TCDS.
6. Adjusted mixture two clicks lean. Tightened mixture rod end bolt. Safetied. Rerouted mixture cable to prevent chafing and catching on nose gear when retracted.
7. Replaced throttle control rod end with new due to wear. Tightened and safetied.
8. Replaced LH and RH rudder bar rubber bushings due to cracking with new P/N 452-899.

I certify this aircraft has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_668.

Caleb Janzen A&P w/IA 3989351

wo: WO_749

Airframe Repair or Service - page 1 of 1



Evergreen Airworks LLC - 16703 103rd Ave Ct E - Puyallup, WA 98374 - 414-416-8671

N2672Q
TACH: 2239.4

SINCE NEW (TACH):
9291.4

July 15, 2025

Placed aircraft on jacks to perform troubleshooting of Gear warning circuit breaker popping. Removed and replaced retract solenoid. No change. Replaced circuit breaker. No change. Removed wires from terminal block lug #3 and performed retract test. Gear came up all the way without the C/B popping. No gear unsafe light illuminated. Traced wires G2V, G2W, and G2T to diode on LH wall under instrument panel. Found diode broken and electrical terminal grounding on altitude encoder mounting plate. Removed encoder and mounting plate. Installed new diode P/N 67487-002. Installed spacer on electrical terminal that was grounding on mounting plate. Reinstalled encoder. Performed multiple gear swings with no defects noted. Performed ground run to charge battery.

With respect to the work performed, this aircraft is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_749.

Caleb Janzen A&P w/IA 3989351

N2672Q

ENGINE MAINTENANCE RECORDS

LYCOMING
IO-360-C1C6

Serial No
L-16140-51A

Logbook #1

August 16, 2005 to _____

If found, please return to:

LYCOMING

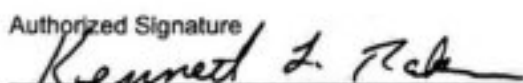
A Textron Company

Form No. 2480 (3/04-LM)

652 Oliver Street
Williamsport, PA. 17701 U.S.A.

This engine has been overhauled in accordance with the applicable Lycoming specifications. All applicable Federal Aviation Administration Airworthiness Directives and Lycoming Service Bulletins have been complied with. All parts have been inspected and have been determined airworthy to return to service. All accessories as part of the type certificate are new, newly rebuilt or newly overhauled. Refer to enclosed Form ET001 for applicable accessory part numbers and serial numbers.

Engine Model: **IO-360-C1C6**
Serial #: **L-16140-51A**
Total Time: **3377.8**
Work Order #: **GJ260695**
Date Completed: **AUG 16 2005**


Authorized Signature


Lycoming Engines

652 Oliver Street
Williamsport, PA. 17701
Repair Station: EJ1R115K

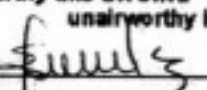
N2672Q 5-2-06 DATE	ENGINE MAINT. ENTRY			Lycoming Model: IO-360-C1C6	S/N L-16140-51A
	3377.8	415.7	00.0	WO# 19124	
	TTE	TACH	SMOH		

Installed OVH'ed engine. This maintenance was performed in accordance with manufactures maintenance manuals. See work order for complete details of installation.

SIGNED  CERT# 27256479 AHP

N2672Q 6-29-06 DATE	ENGINE LOG ENTRY			MODEL # IO-360-C1C6	SERIAL # L-16140-51A
	3476.1	514.0	96.3	WO# 19245	
	TTE	TACH	SMOH		

I certify this ENGINE was inspected in accordance with 100 HR Insp. and a list of discrepancies and unairworthy items dated 12-30-06 has been provided for the aircraft owner D.C.A.

SIGNED  CERT# Aq. 3074752

EO

Piper Arrow II Registration N2672Q Model: PA-28R-201 Serial # 28R-7737040

Date: 23 October 2006
Engine TT: 3499.4 SMOH 121.6
Tach: 537.3

All maintenance work performed IAW Piper service manual 761-639.

1. Drained oil sump per paragraph 2-65
2. Replaced pressure oil filter with CH48111-1 per paragraph 2-66
3. Removed, inspected, cleaned and reinstalled oil pump suction screens per paragraph 2-67
4. Serviced oil sump with 9 qts of Aeroshell 15W-50 oil
5. Performed operational check with no discrepancies noted
6. Repaired carb heat cable by adjusting and reattaching to carb heat control horn-**END**

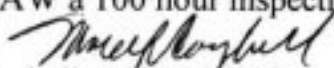

DANIEL L. ASHER, A&P 3049539

June 27, 2007 Aircraft Tach Time: 575.0 Engine TSMOH:159.3, TT: 3537.1

N2672Q PA28R-201 s/n 28R-7737040

Lycoming I0-360C1C6 s/n L-16140-51A

Performed routine maintenance & inspection IAW Lycoming and Piper Service Manuals. Spark plugs cleaned, gapped, checked & reinstalled. Cylinder compressions tested as follows: 1 74/80, 2 73/80, 3 76/80 & 4 75/80. Checked Magneto timing to 25 degrees BTC. C/W AD 2002-26-01 by inspection of injection attachment. No other AD's due at this time.

I certify that this engine has been inspected IAW a 100 hour inspection and has been found satisfactory for return to service. 
Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375

Piper Arrow II Registration N2672Q

Model: PA-28R-201 Serial # 28R-7737040

Date: 2 Sept 2007

Aircraft TT: 7641.9

Tach: 589.5

ENG-TT 3551.6 SMOH: 173.8

All maintenance work performed IAW Piper service manual 761-639.

- 1. Drained oil sump per paragraph 2-65*
- 2. Replaced pressure oil filter with CH48111-1 per paragraph 2-66*
- 3. Removed, inspected, cleaned and reinstalled oil pump suction screens per paragraph 2-67*
- 4. Serviced oil sump with 8 qts of Aeroshell 15W-50 oil*
- 5. Performed operational check with no discrepancies noted*


DANIEL L. ASHER, A&P 3049539

Aug. 28, 2008 Tach Time: 601.0 Engine TT: 3573.1 Engine TSMOH: 185.3

N2672Q PA28R-201 s/n 28R-7737040

Engine: Lycoming I0-360C1C6 s/n L-16140-51A

Propeller: Hartzell HC-C3yr-1RF/F7282 s/n DY5885B

Performed maintenance and inspection in accordance with Lycoming and Piper service manuals. Cylinder compressions checked #1 73/80, #2 75/80, #3 74/80, and #4 77/80. Spark plugs were removed, cleaned, gapped, checked, and reinstalled. Timing was checked to 25 deg BTC. C/W AD 2002-26-01 by inspection of fuel lines. Further AD compliance confirmed by report dated 8/12/2008 made a part of the aircraft records. Drained oil and replaced seal on crankcase quick drain valve, replaced oil with 8 Quarts of Aeroshell 15W50 oil and CH48111 oil filter. Washed down engine with solvent. Test ran engine with operation normal and no leaks observed.

I certify that this engine has been inspected IAW a 100 hour inspection and has been found satisfactory for return to service.

Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375


SRT AVIATION, INC
Mount Vernon, Illinois - MVN

Engine Make -Lycoming

N2672Q

September 23, 2009

Model -IO-360-C1C6

SN -L-16140-51A

Tach -619.2

ETT -3581.3

ACTT -7671.6

SMOH -203.5

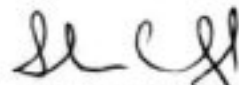
Scheduled Maintenance

Inspected propeller IAW Piper PA28R-201 Service Manual checklist and FAR Part 43 APP D checklist. Compression test results are #1) 74/80, #2)76/80, #3) 78/80, #4) 77/80. Drained oil. Removed, inspected and replaced filter with new PN CH48111-1 filter. No metal noted. Added 8 quarts Aeroshell 15W50 Oil. Spark plugs removed, cleaned, gapped and tested. Run up engine and adjusted idle speed and mixture settings as required. Checked magneto to engine timing. Fuel injector nozzles removed, cleaned and re-installed. Injector filter checked. Injector servo plug checked for tightness. All plugs re-installed. Engine run up and leak checked.

Airworthiness Directives/ Service Bulletins

Reference AD Compliance Sheets revision dated 09/23/2009

I certify that this Engine has been inspected in accordance with a **100 Hour / Annual Inspection** as was determined to be in an **Airworthy** condition



Shawn C. Sayle
AP490825188IA

ENGINE

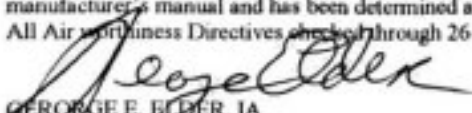
Date: 21 Dec 2010 TACH: 652.7

Reg: N2672Q ENGTT: 3614.8 SMOH: 237.0

Model: IO-360-C1C6 S/N: L-16140-51A

All maintenance completed IAW Piper Maintenance Manual 761639.

Completed annual inspection in accordance with Table III-I Inspection Report and FAR 43.13, Appendix D. Performed performance checks to ensure parameters meet manufacturer's guidelines per Section 4 of the POH. Drained oil, replaced pressure filter with CH48110-1, removed cleaned and inspected sump screen and reinstalled with new AN900-20 gasket torqued and safetied with .032 safetywire per section 2-63 through 2-66. Removed fuel nozzels per 8A-23 cleaned, inspected per 8A-24 and reinstalled. Inspected per AD 2008-14-07 by complying with SB 342F and para (j). Removed, flushed and reinstalled oil cooler radiator. Removed, cleaned, inspected spark plugs per 8A-37 through 8A-39. Cylinder compression check #1 79/80, #2 76-80, #3 78-80, #4 77/80. Performed inspection of ignition harness per 8A-32 Removed magnetos and inspected for SB 1-70A reinstalled with new gaskets and timed to engine. Removed air filter element, cleaned housing and reinstalled. Removed heat muff and inspected per SB 691 and reinstalled. I certify this Engine has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined airworthy. All Air worthiness Directives checked through 26 Nov 2010.


GEORGE E. ELDER, IA
AP490825188IA

N2672Q
LYCOMING
IO-360-C1C6
SN# L-16140-51A

ENGINE

DATE 12 Jan 2011
TACH 653.6
ENG TT 3615.7
CYCLES n/a

1. Removed and reinstalled engine/prop assembly to fire wall.
2. Reattached removed components to engine.
3. Verified rigging of engine controls.
4. Performed operational check, ground run and leak check: All checks completed satisfactorily.

The Aircraft identified is currently in an un-airworthy condition. A list of discrepancies has been provided to the owner. All maintenance task accomplished IAW applicable chapters in the Piper Arrow Maintenance Manual (761-639). Pertinent details are on file with the undersigned under **West County Aero LLC Work Order: 10416**

Signed:  Chris McPherson A&P IA 3154631

ENGINE

Date: 30 Mar 11 TACH: 665.0 HOBBS: 5800.5
Reg: N2672Q ENGT: 3627.1 SMOH: 249.3
Model: Lycoming IO-360-C1C6 S/N: L-16140-51A

1. Adjusted oil pressure by rotating the oil pressure relief valve adjustment nut clockwise 2.5 rotations to increase the oil pressure from 50 to 61 psi at idle. Utilized graduated external pressure gage to reference pressure readings. Reconnected oil pressure line to instrument oil pressure manifold at the union forward of the firewall. Reinstall cowling per Piper service manual 761-639, section 8-7, c.-----END


DANIEL L. ASHER
A&P 3045939

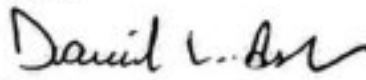
ENGINE

Date: 27 Jul 2011 TACH: 705.2
Reg: N2672Q ENGT: 3667.3 SMOH: 289.5
Model: IO-360-C1C6 S/N: L-16140-51A

All maintenance completed IAW Piper Maintenance Manual 761639.

1. Drained oil sump per paragraph 2-65
2. Replaced oil pressure filter with CH48110-1 per paragraph 2-66
3. Serviced oil sump with 8 qts of Aeroshell 15W50
4. Performed operational/leak checks with no discrepancies noted.
5. Performed 50 hour inspection per the 375AAW, 50 hour inspection report.

DANIEL L. ASHER, A&P
3045939

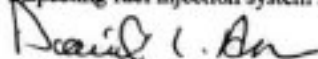


ENGINE

Date: 8 Dec 2012 TACH: 731.3
Reg: N2672Q ENGT: 3693.5 SMOH: 315.7
Model: IO-360-C1C6 S/N: L-16140-51A

All maintenance completed IAW Piper Maintenance Manual 761639.

Removed left and right magneto to facilitate annual inspection. Replaced distributor gear p/n M-3008 and distributor block p/n M-3819 due to wear per UNISON Maintenance Manual L-1363C, section 7.13 through 7.21, reinstalled with new gaskets and timed to engine per 8A-30. Complied with AD 81-11-02R1, effective date 10-02-81, by alternate method of compliance per FAA letter dated 29 Aug 2003 by installing SAF-AIR low profile quick oil drain valve p/n F50, no further maintenance action required at this time. Replaced forward muffler for repair by Dawley Aviation, refer to workorder #105471 and reinstalled on engine also installed heat muff and inspected per SB 691. Complied with AD 2011-26-04, effective date 1/25/2012 by inspecting fuel injection system lines and clamps per paragraph (i), next due tach time 831.3.


DANIEL L. ASHER, A&P
3049539

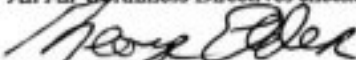
ENGINE

Date: 9 Dec 2012 TACH: 731.3
Reg: N2672Q ENGT: 3693.4 SMOH: 315.6
Model: IO-360-C1C6 S/N: L-16140-51A

All maintenance completed IAW Piper Maintenance Manual 761639.

Completed annual inspection in accordance with Table III-I Inspection Report and FAR 43.13, Appendix D. Performed performance checks to ensure parameters meet manufacturer's guideline per Section 4 of the POH. Drained oil, replaced pressure filter with CH48110-1, removed cleaned and inspected sump screen and reinstalled with new AN900-20 gasket torqued and safetied with .032 safetywire, service sump with Aeroshell 15W 50, per section 2-63 through 2-66. Removed fuel nozzels per 8A-23 cleaned, inspected per 8A-24 and reinstalled. Inspected per AD 2011-26-04 effective 1/25/2012 by complying with para (i). Removed, flushed and reinstalled oil cooler radiator. Removed, cleaned, inspected spark plugs per 8A-37 through 8A-39. Cylinder compression check #1 75/80, #2 77-80, #3 77-80, #4 77/80. Performed inspection of ignition harness per 8A-32 Replaced air filter element. Removed heat muff and inspected per SB 691 and reinstalled. I certify this Engine has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined airworthy.

All Air worthiness Directives checked to date.


GEORGE ELDER, IA
498566777



CRS 2PJR099M

Leesburg Executive Airport
1005 Sycolin Rd
Leesburg, VA 20175

Reg. Number	N2672Q	Date:	9/18/2013	Work Order:	FP1-100250
Make/Model:	Piper PA28R-201	Eng 1:	IO-360-C1C6	Hobbs:	5927.4
Ser. Number:	28R-7737040	Eng1 S/N:	L-16140-51A	Eng 1 Tach:	780.5

* Drained oil, removed filter. Filter cut open and inspected, no metal noted. Installed and saftied new filter P/N CH48110-1. Serviced with 7qts Aeroshell 15w/50. Post engine run no leaks noted.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.


Signature



10600 Harry J. Parrish Blvd.
Manassas, VA 20110
703-530-7737

S/N: L-16140-51A
Model: IO-360-C1C6
TTENG: 3767.6

06 February 2014
Tach: 805.5
N2672Q

Inspected this engine as part of an annual inspection using an annual Inspection check list. Drained oil, removed filter, inspected contents of filter element, nothing found. Installed new AA48110-2 filter at 18 ft/lbs and safety wired in place. Serviced with 7qts Phillips X/C 20W-50. Cleaned, gapped, tested, rotated and reinstalled spark plugs at 30 ft/lbs. inspected and tested spark plug leads. Inspected magneto timing. Inspected intakes, exhaust, and muffler. Inspected engine shock mounts. Inspected spinner and back plate. Complied with To prevent failure of the fuel injector lines AD 2011-26-04 paragraph (i) next due @ 905.5 (not to exceed 915.5). Approved TSO-C53a, Type D, oil cooler hose assembly is installed IAW paragraph (b)(2) which is a terminating action for Oil Cooler Hoses AD 95-26-13 per paragraph (b)(3); no further action required.

I certify that this engine has been inspected in accordance with a 100h /annual Inspection as per an Inspection check list and was determined to be in an airworthy condition.

ENGINE	1	2	3	4
COMPRESSION	78/80	76/80	77/80	76/80

Nabil Dawood
A&P 3159967 IA



Leesburg Executive Airport
1005 Sycolin Rd
Leesburg, VA 20175

CRS 2PJR099M

Reg. Number: <u>N2672Q</u>	Date: <u>6/27/2014</u>	Work Order: <u>FP1-100458</u>
Make/Model: <u>Piper PA28R-201</u>	Eng 1: <u>IO-360-C1C6</u>	Hobbs: <u>6012.9</u>
Ser. Number: <u>28R-7737040</u>	Eng1 S/N: <u>L-16140-51A</u>	Eng 1 Tach: <u>854.7</u>

* Drained oil, removed filter. Disassembled filter for inspection with no metal found. Installed new filter, PN: CH48110-1 and serviced with 7qts of Phillips 20W50 X/C. Operational check normal with no leaks noted.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND CURRENT MANUFACTURERS MANUALS AND WAS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE REFERENCED WORK ORDER.

Signature

Skyline Aviation Service Center LLC 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
LOG ID# 2297 27-January-2015 WO# 2242/25 FORM MM AC TT 7955.9 HOBBS 6068.1
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 903.5 TSMOH 487.8

Pg 1 / 1

Engine Lyc. IO-360-C1C6 S/N L-16140-51A TSMOH 487.8

>Performed 100 Hr Inspection using Piper PA28R-201 inspection form as a guide. Changed oil, Filter inspection satisfactory. Serviced with 7 qts. Aeroshell 15W-50. Checked mag to engine timing. Cleaned, gapped, rotated spark plugs. Cyl. Diff. Comp: #78/80, #2-76/80, #3-78/8, #4-77/80. Engine ground run and leak check ok. Applicable AD's have been reviewed thru 01/27/2015.
>Removed and replaced #4 cylinder rocker cover gasket with new PN-67193. Ref Lycoming IO-360 ovl manual. Leak check ok.
>Complied with AD 2011-26-04 Fuel injectors lines, (eff. date 01/25/2012) per MSB 342G. No defects noted. Next due at 1003.5 tach or next injector line maintenance, which ever occurs first.
>Replaced #2 spark plug with new REM-38E torqued to 30 ft/lbs iaw Lycoming MM. No further action required.

I certify that this Engine has been inspected IAW 100 Hour Inspection and has been found to be in Airworthy condition.

Signed Charles Schoenduby
AP/IA 3152411

01-27-2015
Date

04

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2671 02-June-2015 WO# 3198 FORM M3 HOBBS 6124.0
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 952.9

Pg 1 / 1

Engine: IO-360-C1C6 S/N:L-16140-51A

Removed bird nest from LH side of engine and induction air inlet tube.
Performed engine run for warm oil drain. Removed upper and lower cowling. Drained oil. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 7 qts of Phillips 20W50 X/C engine oil. Reinstalled upper and lower cowlings. Performed post maintenance leak and ops check, found satisfactory. No further action required.

The article identified above was repaired and inspected in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS 6LVR604C Charlie Schoenduby

6-02-15
Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2978 19-August-2015 WO# 3432/2 FORM M3 HOBBS 6179.2
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1002.1 TSMOH 586.3

Pg 1 / 1

Model: IO-360-C1C6 Serial#: L-16140-51A

>Performed 100 Hr Inspection using Piper PA28R-201 inspection form as a guide.
Drained oil. Filter inspection satisfactory. Installed new CH48110-1 filter and serviced with 7 qts. 20W50X/C. Checked mag to engine timing. Cleaned, gapped, rotated spark plugs.
Cyl. Diff. Comp: #1-77/80, #2-77/80, #3-78/8, #4-70/80.
Engine ground run and leak check ok.
>Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2015-16
>Complied with AD 2011-26-04 Fuel injectors lines, per MSB 342. No defects noted. Next due at 1102.1 tach or next injector line maintenance, which ever occurs first.

I certify that this Engine has been inspected IAW 100 Hour Inspection and has been found to be in Airworthy condition. The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS# 6LVR604C Adam Snyder

8-19-2015
Date

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3242 29-October-2015 WO# 3646 FORM M3 HOBBS 6233.9
N2672Q S/N 40.924 DIAMOND AIRCRAFT INC D440 TACH 1049.7

Pg 1 / 1

Engine IO-360-C1C6 S/N L-16140-51A

Performed engine run for warm oil drain. Removed upper cowling. Drained oil and took sample. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 7 qts of Phillips 20W-50 engine oil. Reinstalled uppercowling. Performed post maintenance leak and ops check, found satisfactory.

The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

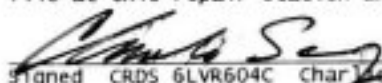
Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3242 29-October-2015 WO# 3646 FORM M3 HOBBS 6233.9
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1049.7

Pg 1 / 1

Engine IO-360-C1C6 S/N L-16140-51A

Performed engine run for warm oil drain. Removed upper cowling. Drained oil and took sample. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 7 qts of Phillips 20W-50 engine oil. Reinstalled uppercowling. Performed post maintenance leak and ops check, found satisfactory.

The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRDS 6LVR604C Charlie Schoenduby

10/29/15
Date

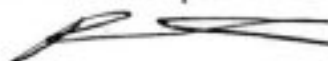
White Hawk Aviation
12517 Beverly Ford Road
Brandy Station, Va. 22714

Phone: 540-727-8400
Fax: 540-727-8411

N2672Q Lycoming IO-360-C1C Serial number: L-16140-51A
Date: 01 March 2016 TACH: 1097.4 TTENG: 4059.5 SMOH: 681.7

Inspected engine controls for security, freedom of movement, and travel limits. Drained oil, removed filter, inspected contents of filter element, nothing found. Installed new CH48110 at 18 ft lbs, safety wired in place. Serviced with 7qts Phillips 20W50. Cleaned, gapped, tested and re-installed plugs with new M-674 gaskets at 30ft/lbs. Inspected and tested plug leads. Mag timing checked ok at 25 degrees BTDC per engine data plate. Inspected all hoses, lines, fitting, and wires. Inspected intakes, exhaust, and muffler. Inspected engine shock mounts. Compression test readings 1=79/80 2=79/80 3=79/80 4=79/80. Run up, high power check, and leak checked ok. AD's searched through 2016-04.

I certify that this engine has been inspected in accordance with the scope and detail of FAR 43 appendix D for a 100hr/annual inspection and was determined to be in airworthy condition.



Kevin Woodside AP31222551A

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3720 21-March-2016 WO# 4062/2 FORM M3 HOBBS 6304.9
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1110.7

Pg 1 / 1

Engine Model: IO-360-C1C6 S/N: L-16140-51A

> Disconnected the engine breather tube, purged the engine breather tube with compressed air and reconnected the tube to the engine.

> Resecured the fuel servo to the engine IAW Lycoming IO-360 Maintenance Manual.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.


Signed CRS# 6LVR604C Doug Cummins

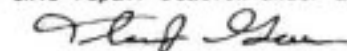
3-21-16
Date

Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 3984 01-June-2016 WO# 4293/1 FORM M3 HOBBS 6349.4
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1150.8

Pg 1 / 1

> Performed engine run for warm oil drain. Removed upper cowling. Drained oil and took sample. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 7 qts of Phillips 66 XC 20w/50 engine oil. Reinstalled upper cowling. Performed post maintenance leak and ops check, found satisfactory. No further action required.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: Tom Gorman

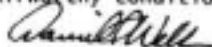
Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
 LOG ID# 4481 16-September-2016 WO# 4646 FORM M3 HOBBS 1194.9
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 6399.2

Pg 1 / 1

Engine: Lycoming IO-360-C1C6 SN: L16140-51A.

- > Performed 100 hour engine inspection using Piper Cherokee Arrow III inspection check list as a guide and meeting the requirements of Title 14 CFR Part 43 Appendix D.
- > Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2016-18.
- > Performed compression check. #1-76 #2-78 #3-77 #4-70.
- > Complied with A/D 2015-19-07 by visual inspection IAW Lycoming MSB 342-G. Removed and replaced all fuel line clamps and #3 fuel line P/N LW-12098-0-210. Performed leak check. No leaks present. Next inspection due at tach time 1294.9 or next fuel injector maintenance.
- > Drained oil. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 8 qts of 20W50XC engine oil. Performed engine run and leak check. No leaks present.
- > Cleaned fuel strainers.
- > Removed, cleaned and reinstalled fuel injectors.
- > Cleaned, gapped and rotated spark plugs. Replaced #1 and #4 lower spark plugs PN: REM-38E.
- > Replaced oil quick drain PN: Saf-air F-50. In compliance with A/D 81-11-02 R1.
- > Removed and replaced induction air filter P/N BA-10.
- > Removed and replaced lower RH engine baffle tie rod PN: 87392-002.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.
 I certify that this Engine has been inspected IAW 100Hour Inspection and has been found to be in Airworthy condition.



Signed: CRS# 6LVR604C Daniel Wells

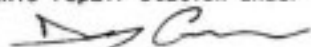
Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Airport Leesburg, VA 20175 6LVR604C
 LOG ID# 4704 03-November-2016 WO# 4891 FORM M3 HOBBS 6447.6
 N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1239.6

Pg 1 / 1

MODEL: IO-360-C1C6 S/N: L-16140-51A

- > Performed engine run for warm oil drain. Removed upper cowling and drained oil. Removed, cut-open, and inspected oil filter for metal contamination, found satisfactory at this time. Installed new oil filter P/N CH48110-1 and serviced engine with 7 qts of Phillips 20W50 XC engine oil. Reinstalled upper cowling. Performed post maintenance leak and ops check, found satisfactory. No further action required.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.



Signed: 6LVR604C Doug Cummins



WESTSIDE
AVIATION

Westside Aviation Services

10601 Observation Rd Manassas, VA 20110
 703-368-8100

Engine

DATE: 11/18/2016

N2672Q

S/N: 28R-7737040

Tach: 1249.4

Charged and reinstalled battery. Installed New Plane Power Alternator P/N: 10-1051, S/N: H-P101269. Ops check satisfactory. Installed new alternator Belt, Installed new Propeller O-Ring P/N: MS28775-228, reinstalled Prop, all studs torqued to specification and safety wired.

AP 3186493
 David Carter



over

07



10601 Observation Road
Manassas, VA 20110
703-368-8100

Engine
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING IO-360-C1C6 Feb 03, 2017
Tach: 1294.8 SN: L-16140-51A
TTAF: 8346.8 TSOH: 879.1

Performed an Engine 100/Annual Inspection with reference to Piper Airplane Maintenance Manual P/N 761-895 April 2008 and the scope and detail of 14 CFR 43 Appendix D. Compression Test Results: 1)74/80, 2)76/80, 3)76/80, 4)78/80. Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempest Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Cleaned, gapped, and tested spark plugs rotated and reinstalled with new copper gaskets torqued to 30ft/lbs. Timed both magnetos to Cylinder #1 at 20° BTDC. Pressured tested exhaust system and inspected engine mounts. Installed new muffler P/N A67517-00 S/N 53447, with cooper anti-seize and new star washers Cleaned and visually inspected engine and components, Post run up and leak checked satisfactory.

Researched ADs through 02/03/2017

C/W 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(i)(ii) Next due AFTT 8456.8 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA



10601 Observation Road
Manassas, VA 20110
703-368-8100

Engine
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING IO-360-C1C6 Apr 14, 2017
Tach: 1357.4 SN: L-16140-51A
TTAF: 8409.4 TSOH: 941.7 TTE: 4319.5

Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed new Tempest Oil Filter P/N: AA48110-2 at 18 ft/lbs and safety wired in place. Serviced engine with 7 qtz of Phillips 20-50W Aviation Oil. Run up and leak check satisfactory.

Weston Jones A&P 3919083



5083 Airport Road
Midland, VA 22728
(540) 788-9300

30 may 2017 Reg: N2672Q. Serial: 28R7737040 Hobbs: 6604.6 TACH: 1378.6

Defective starter motor P/No: MZ-4222R S/No: H-P011624 weight 17lbs removed Replacement starter motor P/No: ERZ-8011 S/No: H-R010661 weight 9.50lbs installed IAW the Hartzell installation, maintenance and troubleshooting manual as provided. Starter tested satisfactory. New weight and balance calculated and equipment list updated.

Richard Deary

AP: 3042422



10601 Observation Road
Manassas, VA 20110
(703) 368-8100

Engine
N2672Q
PIPER PA-28R-201 SN28R-7737040

LYCOMING
Tach: 1393.0
TTAF: 8445.0

IO-360-C1C6 Jun 23, 2017
SN: L-16140-51A
TSOH: 977.3 TTE: 4355.1

Performed an Engine 100hr/Annual Inspection with reference to piper Maintenance Manual inspection list and the scope and detail of 14 CFR 43 Appendix D. Compression check results: 1)76/80, 2)75/80, 3)75/80, 4)77/80. Drained oil, removed filter, inspected contents of filter element, no contamination noted. Installed a new Tempest Oil Filter P/N: AA48110-2 at 18ft/lbs and safety wired in place. Serviced engine with 7qts of Philips 66 X/C 20W-50 Oil. Cleaned, gapped, and tested spark plugs. Rotated and reinstalled with new copper gaskets, torqued to 30ft/lbs. Verified Magneto timing at 20° BTDC. Pressure tested exhaust system and inspected engine mounts. Installed 4 new Lycoming exhaust gaskets P/N: 77611. Cleaned and visually inspected engine and components, post run up and leak check satisfactory.

Researched ADs through June 23, 2017.

C/W AD 15-19-07 Fuel Injector Fuel Lines and Clamps IAW (e)(1)(ii) Next due Tach:1503.0 or re-inspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.

I certify that this Engine has been inspected as part of a 100hr/Annual Inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA

**09/08/2017 N2672Q Tach: 1446.0 Engine Log. Piper PA28R-201
SN 28R-7737040. Lycoming IO-360-C1C6 SN L16140-51A TSMO: 1030.3
ENGINE TOTAL TIME 4408.1**

Performed 50 Hr. inspection in accordance with Piper Service Manual. Drained oil. Serviced Engine with 8 Qts. Phillips XC20W50 oil. Removed old oil filter, cut open and inspected with no defect found. Installed, torqued and safe tied new AA4810-2 oil filter. Inspected fuel strainer and engine intake air filter. I approve this aircraft for return to service.

Paul Voorhees

3221506 A&P I.A.

**03/14/2018 N2672Q Tach: 1503.2 Engine Log. Piper PA28R-201
SN 28R-7737040. Lycoming IO-360-C1C6 SN L16140-51A TSMO: 1087.5
ENGINE TOTAL TIME 4465.3**

Performed 50 Hr. inspection in accordance with Piper Service Manual. Drained oil. Serviced Engine with 8 Qts. Phillips XC20W50 oil. Removed old oil filter, cut open and inspected with no defect found. Installed, torqued and safe tied new AA4810-2 oil filter. Inspected engine intake air filter. Torqued magnetos. I approve this aircraft for return to service.

Paul Voorhees

3221506 A&P I.A.

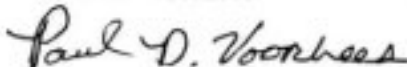
**12 July, 2018 N2672Q Tach: 1523.1 Engine Log. Piper PA-28R-201 SN 28R-7737040.
Lycoming IO-360-C1C6 SN L16140-51A TSMO: 1107.4 ENGINE TOTAL TIME: 4485.2**

Performed an Engine 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, inspection list and the scope and detail of 14 CFR 43, Appendix D. Compression check results: 1) 75/80, 2) 74/80, 3) 76/80, 4) 74/80. Removed and replaced induction air filter P/N BA-10. Clean, gapped and tested four spark plugs. Installed four each UREM-40E new spark plugs. All spark plugs installed with new copper gaskets and torqued to 30ft/lbs. Installed two overhauled Champion Aerospace 4300 series magnetos, Part No. 4372, SN F-09495 and Part No. 4370, SN G-04279. Timed magnetos to 25 degrees BTDC in accordance with Lycoming Service Manual. Installed magnetos were overhauled in accordance with repair specifications KAES 3000, dated June 2014 and Champion Aerospace Overhaul Manual L-1363F, dated January 2011. Service Bulletin complied with: SB107, SB2-08B, SB1-12, SB3-08A, SB3-08B, SB1-15. 500 hour magneto inspection complied with on this date. Next due Tach 2032.1. Installed new Air Boss Ignition Harness Assembly Part No. KA14027Y, SN 5K17 in accordance with manufactures instructions. Repaired engine baffling and installed an air intake screen in accordance with Lycoming Service Manual. Cleaned and visually inspected engine and components, post run up and leak check satisfactory. Researched Airworthiness Directives through 12 July, 2018.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Fuel Lines and Clamps in accordance with paragraph (e) (i) (ii). Next due at Tach 1623.1.

I certify this engine has been inspected in accordance with a 100hr/Annual Inspection and found to be airworthy. I approve this engine for return to service.

Paul D. Voorhees



3221506 A&P I.A.

ENGINE LOG

**25 October 2018, N2672Q Tach: 1559.5 Engine Log. Piper PA28R-201
S/N 28R-7737040 Lycoming IO-360-C1C6 S/N L-16140-51A TSMO:1143.8
ENGINE TOTAL TIME: 4521.6**

Performed 50 Hr. inspection in accordance with Piper Service Manual. Drained oil. Serviced engine with 8 Qts. Phillips XC20W50. Removed old filter, cut open and inspected with no defect found. Installed, torqued and safe tied new AA4810-2 oil filter.

I approve this aircraft for return to service.

Paul Voorhees



3221506 A&P I.A.

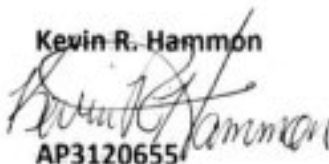
N2672Q	12/13/2018	Lycoming IO-360-C1C6	Ser.# L-16140-51A
Tach - 1575.1	TTE - 4537.2	SMOH - 1159.4	Hobbs - 6824.8

Removed upper and lower engine cowls for access. Engine oil leak noted at Rt. magneto base.

- Removed Rt. magneto, removed old and installed new magneto base gasket PN 62224 and re-installed magneto.
- Adjusted magneto timing in accordance with paragraph 8-38 of Piper Arrow III Service Manual P/N 761-895 Rev. Aug 23, 2000.
- Performed engine ground run and troubleshooting of ignition system due to excessive mag drop on Rt. magneto
- #2 cylinder found running cold. Performed ignition lead high tension test of #2 cylinder upper and lower leads with no discrepancies noted.
- Removed, cleaned, gapped and checked all spark plugs. Weak spark noted on #2 cylinder upper spark plug.
- Installed used serviceable REM38E spark plug in #2 cylinder upper position.
- Performed engine ground run with no discrepancies/leaks noted

Re-installed upper and lower engine cowls. This engine considered airworthy with respect to work performed.

Kevin R. Hammon



AP3120655

ENGINE LOG

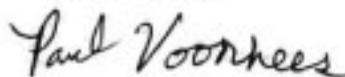
01 March 2019, N2672Q Tach: 1591.5 Engine Log. Piper PA28R-201

S/N 28R-7737040 Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1175.8

ENGINE TOTAL TIME: 4553.6

Removed all spark plugs. Installed four new UREM 38E spark plugs in bottom of each cylinder. Cleaned, tested and installed four serviceable UREM 38E plugs in the top of each cylinder. Set magneto timing. Tested all spark plug leads with lead tester. Installed plug leads. Test ran engine, with no defect noted. I approve this aircraft for return to service.

Paul Voorhees



2331506 A&P, I.A.

ENGINE LOG

10 April, 2019
Tach - 1615.5

N2672Q
Hobbs - 6870.6

Lycoming IO-360-C1C6 Ser.# L-16140-51A
ENGINE TOTAL TIME - 4577.6 TSMOH - 1199.8

Performed an Engine 100hr/Annual Inspection with reference to Piper Service Manual P/N 761 639, Lycoming MM, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 73/80 2) 78/80 3) 76/80

4) 76/80. Removed and replaced induction air filter P/N BA-10. Cleaned, gapped and tested spark plugs. Drained oil, removed filter, inspected filter element, no contamination noted. Engine was serviced with 8 quarts of Phillips 66 X/C 20W-50 Oil and new filter P/N AA48110-2. Checked both magnetos timing to 20 degrees BTDC. Installed new valve cover gaskets P/N 08-05882, on cylinders 2 and 4. Installed new intake gaskets P/N 71973 on all cylinders. Researched Airworthiness Directives through 9 April, 2019. Ran engine and tested for leaks, none found.

Complied with AD 15-19-07 Fuel Injector Lines and Clamps in accordance with paragraph (e) (i) (ii), next due at Tach- 1725.5

I certify that this engine has been inspected in accordance with the 100hr/Annual Inspection and found to be airworthy. I approve this engine for return to service.

Wayde Spenner

Wayde Spenner
A&P 341586401 IA
Big River Aviation, LLC

ENGINE LOG

6 August, 2019 N2672Q Tach: 1666.5 Piper PA-28R-201 SN 28R-7737040 Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1250.8 ENGINE TOTAL TIME: 4628.6

Performed 50 Hr. inspection in accordance with the Piper Service Manual. Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter, cut open and inspected with no defect found. Installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Inspected engine intake air filter. Installed new magneto gaskets with two Superior Magneto Gaskets P/N 62224. Checked both magnetos timing to 20 degrees BTDC. Torqued magnetos. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Paul Voorhees

Paul Voorhees

3221506 A&P I.A.
Big River Aviation, LLC

ENGINE LOG

22 August, 2020 2672Q TACH: 1698.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1282.8 Engine Total Time: 4660.6

Performed and Engine 100 Hr./Annual Inspection with reference to Piper Service Manual P/N 761 639, Lycoming Maintenance Manual and the scope and detail of 14 CFR Part 43, Appendix D. Compression check results: 1) 76/80, 2) 70/80, 3) 76/80, 4) 76/80. Removed and replaced the induction air filter with new part no. BA-10. Clean, gapped and tested spark plugs. All spark plugs installed with new copper gaskets. Timed magnetos to 20 degrees BTDC in accordance with Lycoming Service Manual. Replaced engine baffling. Cleaned and visually inspected engine components. Post run up and leak check satisfactory. Researched Airworthiness Directives through 22 August, 2020.

Complied with Airworthiness Directive 15-19-07 Fuel Injector Lines and Clamps in accordance with paragraph (e) (i) (ii). Next due at TACH 1808.5.

I certify this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this aircraft for return to service.

Paul D. Voorhees

Paul D. Voorhees
3221506 A&P I.A.,
Big River Aviation, LLC

ENGINE LOG

17 November, 2020 N2672Q Tach: 1720.0 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1304.3 ENGINE TOTAL TIME: 4682.1

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter, cut open and inspected with no defect found. Installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann *Thomas W. Dahlmann* A&P, I.A. 2111007

ENGINE LOG

15 March, 2021 N2672Q Tach: 1771.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L16140-51A TSMO: 1355.8 ENGINE TOTAL TIME: 4733.6

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann *Thomas W. Dahlmann* A&P, I.A. 2111007

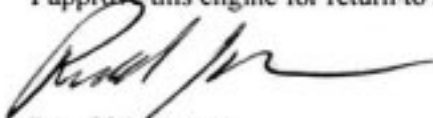
ENGINE LOG

7 May, 2021 N2672Q Tach: 1798.6 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1382.9 ENGINE TOTAL TIME: 4760.7

Performed an Engine 100 Hr./Annual Inspection with reference to Lycoming IO-360 Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 75/80 2) 78/80 3) 76/80 4) 75/80. Installed 8 new Champion spark plugs PN REM38E. Magnetos timing checked satisfactory. Oil change was not due and owner produced Blackstone oil analysis results. Re-secured alternator wire to prevent possible chaffing on engine mount. Ran engine and tested for leaks, none found. No defects noted. Researched ADs through 7 May, 2021.

Complied with Airworthiness Directive 15-19-07 Fuel injector Fuel Lines and Clamps with no defects noted.

I certify that this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this engine for return to service.



Ronald J. Brown
A&P 3443354 IA
Big River Aviation, LLC

ENGINE LOG

22 May, 2021 N2672Q Tach: 1822.6 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1406.9 ENGINE TOTAL TIME: 4784.7

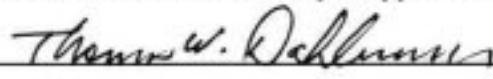
Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

4 October, 2021 N2672Q Tach: 1874.5 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1458.8 ENGINE TOTAL TIME: 4836.6

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

16 November, 2021 N2672Q Tach: 1898.2 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1482.5 ENGINE TOTAL TIME: 4860.3

Performed an Engine 100 Hr./Annual Inspection with reference to Lycoming IO-360 Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Compression check results 1) 77/80 2) 76/80 3) 76/80 4) 76/80. Magnetos timing checked satisfactory. Oil change was not due and owner produced satisfactory Blackstone oil analysis results. Researched ADs through 16 November 2021. Complied with Airworthiness Directive 15-19-07 Fuel injector Fuel Lines and Clamps with no defects noted.

I certify that this engine has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this engine for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

ENGINE LOG

11 January, 2022 N2672Q Tach: 1904.2 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1488.5 ENGINE TOTAL TIME: 4866.3

Removed upper and lower cowlings, removed fwd exhaust assembly, removed starter, installed new Sky-Tec starter P/N: 149NL, S/N: H-V064119, installed serviceable fwd left exhaust riser P/N: 67810-000, installed serviceable muffler P/N 67517-000, reinstalled fwd right exhaust riser, installed new Lycoming exhaust gaskets P/N: 77611, installed new heat barrier to left side of lower cowling. Engine run leak and operational check completed with no defects noted. Reinstalled upper and lower cowlings. Weight and balance negligible. Aircraft Returned to Service.

Henry A. Cook  A&P, IA, 3430226

ENGINE LOG

2 March, 2022 N2672Q Tach: 1933.9 Piper PA-28R-201 S/N 28R-7737040
Lycoming IO-360-C1C6 S/N L-16140-51A TSMO: 1518.2 ENGINE TOTAL TIME: 4896.0

Drained oil. Serviced engine with 8 Qts. of Phillips 66 X/C 20W-50 oil. Removed old filter and installed, torqued and safe tied new Tempest Oil Filter P/N AA48110-2. Visually inspected engine and components. Post run up and leak check satisfactory. I approve this aircraft for return to service.

Thomas W. Dahlmann  A&P, I.A. 2111007

N2762Q

SPANFLIGHT AVIATION, LLC

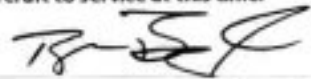
16706 101st Ave. Ct. E.
Puyallup, WA 98374
(253) 948-3030



Aircraft Make/Model	Piper PA28R-201	Serial Number	28R-7737040
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DATE: 25 APR 2022 TACH: 1957.9

Performed oil change. Removed cowl, drained oil, removed and inspected oil filter. Installed new AA48110-2 oil filter, saftied and serviced with 8 quarts of Phillips X/C 20W-50 oil. Removed, cleaned, gapped and rotated spark plugs. Bench tested and reinstalled. Secures loose wires in engine compartment. Reinstalled cowl. Ran engine with no leaks noted.
Returned aircraft to service at this time.

Signature 

AP 3048703

P 15

N2672Q

SPANAFLIGHT AVIATION, LLC
16705 109th Ave. Ct. E.
Puyallup, WA 98374
(253)848-3020



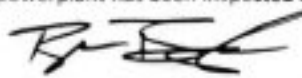
Engine Make/Model	Lycoming IO-360-C1C6	Engine Serial	L-16140-51A
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Compression Test			
#1	#2	#3	#4
75/80	75/80	78/80	77/80

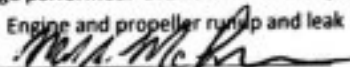
DATE: 8 JUN 2022 TACH:1987.3 AFTT:9039.3 Engine TT: 4949.4 ETSOH: 1571.6

Performed an annual inspection this date IAW the scope and detail of 14 CFR 43 Appendix D. Researched ADs through biweekly 2022-11. Updated ATP AD profiles and found AD index to be up to date. Drained oil and removed oil filter. Oil sample taken. Cut open oil filter and inspected contents and found no discrepancies. Installed new oil filter p/n: AA48108-1, torqued and safetied. Service engine with 8 qts. of Phillips X/C 20W-50 oil. Oil sample taken. Pressurized exhaust manifold – no leaks noted. Inspected fuel screens to be ok. Lubricated all engine controls. Removed spark plugs, cleaned, inspected, rotated, installed, and torqued into position. Performed Magneto 500 hr inspection. Installed a new E53822 gear and rotor assy in both mags. Reassembled and internally timed mags. Installed mags onto aircraft and timed to 20 deg. Sealed small holes in baffling with red RTV. Performed AD2015-19-07 by inspection of fuel injector lines and clamp. No faults. Due again in 100 hrs. Performed post inspection engine run and checked for leaks – no leaks noted.

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

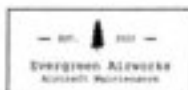
Signature 

AP 3048703 IA

Date: 16 OCT 2022. TACH: 2042.5 AFTT: 9094.5 Engine TT: 5004.6 ETSOH: 1628.8 Oil and filter change performed. Drained oil and sample taken. Replaced, torqued and safety wired AA48110-2 oil filter. Added 8 quarts of Phillips X/C 20W50. Engine and propeller run up and leak check completed. Performed by pilot/owner IAW 14 CFR Part 43, Mark A. McLean, PP Cert # 3046419. 

wo: WO_218

Engine Annual - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q
TACH: 2092.0

Lycoming, S/N: L-16140-51A
TTSN: 4964.1 SMOH: 1676.3


June 08, 2023

Performed annual inspection on this engine IAW annual inspection checklist. 1. Performed engine run up, drained oil, removed oil filter and oil sump screen. Opened and inspected filter, no debris noted. Installed new oil filter AA48110-2 and serviced engine with 8 qts of Phillips X/C 20W-50 oil. Installed oil sump screen with new crush gasket and safetied. Removed, cleaned, checked, gapped rotated and reinstalled spark plugs. One spark plug found broken. Installed one new REM30E spark plug into #4 cylinder. Performed AD2015-19-07 by inspection of fuel injection lines and clamps. No faults noted. Due next in 100 hrs or next fuel mx. Performed post inspection run up and operation check to be satisfactory and no leaks noted at this time.

Compression check results were the following: #1 72/80, #2 78/80, #3 65/80, #4 79/80.

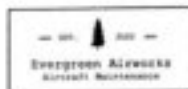
Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2023-12 and updated engine AD indexes.

I certify this engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_218.

Ryan Buczak A&P w/IA 3048703 

wo: WO_290

Engine Repair or Service - page 1 of 1




Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q
TACH: 2141.7

August 18, 2023

Drained oil, took sample and removed filter and inspected element. Installed new oil filter P/N AA48110-2 and safetied. Serviced with 8 qts of Phillips 20W-50. Adjusted idle screw for 700 rpm. Installed cowling and performed engine run up. Operation check good and no leaks detected.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_290.

Song Kim A&P 4368224 

wo: WO_421

Engine Repair or Service - page 1 of 1



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N2672Q

February 16, 2024

TACH: 2186.8

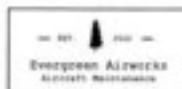
1. Drained oil, retrieved sample (Blackstone) and removed filter. Opened filter and inspected for discrepancies - none found. Installed new filter P/N AA48110-2, torqued 16 ft. lbs., and safetied. Serviced engine with 9 qts Phillips 20W-50. Performed engine runup and checked for leaks - no leaks.
2. AD2015-19-07 Inspected fuel injection lines and clamps IAW Lyc MSB342G and found no discrepancies (Next Due Tach 2286 or fuel inj mc).

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_421.

Michael Schuerman A&P w/IA 3436919

wo: WO_456

Engine Annual - page 1 of 1



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N2672Q

Lycoming, IO-360-C1C6, S/N: L-16140-51A

July 17, 2024

TACH: 2207.7

TTSN: 5079.8

SMOH: 1792.0

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2024-15 and updated engine AD indexes.

1. Performed runup, inspection and service of engine. Compression check results were the following: #1 77/80, #2 79/80, #3 76/80, #4 77/80 and borescoped - no discrepancies.
2. Drained oil with sample (Blackstone), removed filter (cut open and inspected element - no discrepancies), and sump screen. Inspected sump screen and found no discrepancies - reinstalled and safetied. Installed new filter P/NAA48110-2, torqued 16 ft. lbs. and safetied. Serviced engine with 8qts Phillips 20W-50.
3. Inspected magneto timing and found to be 25degrees BTDC #1.
4. Removed plugs and cleaned, tested and gapped. Rotated and installed with one new UREM38E and torqued to 420 in. lbs.
5. Removed fuel control inlet screen, inspected and reinstalled. Fuel leak check-none.
6. AD2015-19-07 Removed and cleaned fuel injectors ultrasonically. Reinstalled and Inspected fuel injector lines and clamps IAW MSB342G and found no discrepancies (Next Due Tach 2307.7 or fuel injector mx).
7. Installed new #3 cylinder drain tube P/N APS-74808.
8. Reinstalled baffling and cowling after service and performed engine runup - no leaks.

I certify this aircraft engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_456.

Michael Schuerman A&P w/IA 3436919

wo: WO_581

Engine Repair or Service - page 1 of 1



Evergreen Airworks LLC · 33212 Webster Rd E · Eatonville, WA 98328 · 414-416-8671

N2672Q

December 09, 2024

TACH: 2224.7

SINCE NEW (TACH):
9276.7

Removed cowling and replaced broken right mag p lead ring terminal. Ops check good. Reinstalled cowling.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_581.

Michael Schuerman A&P w/IA 3436919



Evergreen Airworks LLC · 16703 103rd Ave Ct E · Puyallup, WA 98374 · 414-416-8671

N2672Q TACH: 2237.1	Lycoming, IO-360-C1C6, S/N: L-16140-51A TTSN: 5109.2 SMOH: 1821.4	April 28, 2025
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Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2025- 08 and updated engine AD indexes.

1. Compression check results were the following: #1 76/80, #2 79/80, #3 78/80, #4 79/80
2. Drained oil, removed filter, cut open and inspected pleats. No discrepancies. Installed new filter P/N AA48110-2, torqued to 18 ft-lb and safetied. Inspected, cleaned suction screen - no discrepancies - tightened with new crush gasket and safetied. Reinstalled and safetied drain plug. Added 7 qts Phillips XC 20W50.
3. Cleaned, gapped, and checked resistance of spark plugs. Reinstalled with new M674 gaskets, torqued to 30 ft-lb.
4. Replaced intake air filter element with new BA-10. Next due 4/2027.
5. Adjusted mag timing to 20° BTC per engine data plate. Torqued mount nuts to 204 in-lb.
6. Reinstalled baffling and cowling after service and performed engine runup - no leaks.
7. AD2015-19-07. Complied with Lycoming MSB no. 342G by inspection of Fuel injection lines and clamps and no discrepancies found (Next Due: 2337.1, 04/2026 or when any line or fuel injector is disconnected for maintenance).

I certify this aircraft engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_668.

Caleb Janzen A&P w/IA 3989351

wo: WO_953

Engine Annual - page 1 of 1



Evergreen Airworks LLC · 16703 103rd Ave Ct E · Puyallup, WA 98374 · 253-435-6013

N2672Q TACH: 2254.5	Lycoming, IO-360-C1C6, S/N: L-16140-51A TTSN: 5126.6 SMOH: 1838.8	April 13, 2026
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Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Researched FAA AD's through biweekly 2026-07 and updated engine AD indexes.

1. Performed runup and opened cowl for engine service and inspection. Compression check results were the following: #1 71/80, #2 76/80, #3 78/80, #4 75/80. Borescope and took pictures of exhaust valves - no discrepancies found.
2. Drained oil with sample (Blackstone), removed filter (cut open and inspected element - no discrepancies), and sump screen. Inspected sump screen and found no discrepancies - reinstalled and safetied. Installed new filter P/NAA48110-2, torqued 16 ft. lbs. and safetied. Serviced engine with 8qts Phillips 20W-50.
3. Inspected magneto timing and found to be 20 degrees BTDC #1.
4. Removed and cleaned all spark plugs replaced 1 P/N UREM38E and torqued to 420 in. lbs.
5. AD2015-19-07 Inspected fuel injection lines and clamps per Lyc MSB342G and found no discrepancies (Next Due at Fuel Inj MX).
6. Removed and replaced dipstick tube gasket P/N SL72059 and safetied.
7. Reinstalled baffling and cowling after service and performed engine runup - no leaks.

I certify this aircraft engine has been inspected in accordance with an annual inspection and has been found to be in airworthy condition Details of work performed are on file with Evergreen Airworks LLC under work order: WO_953.

Michael Schuerman A&P w/IA 3436919

N2672Q

PROPELLER MAINTENANCE RECORDS

HARTZELL

HC-C3YR-1RF/F7282

Serial No

DY5885B

Logbook #1

October 17, 2003 to _____

If found, please return to:

R & M AVIATION, INC
3232 PLEASANT STREET DEKALB, IL 60115
(815) 756-7525
FAA APPROVED REPAIR STATION RMVR672H

thiness Directives,
 pair, and Inspections.

Date: 10/17/03 W.O.#: 5126 Reg.No.: N2672Q
 Make/Mod: Hartzell S.N.: DY5885B Hours: 1979.7

TSN
 installed this propeller I/A/W STC #SA4528NM, and Hartzell installation instructions dated March 31, 1993, or later FAA approved revision. See POE operating instructions, and weight and balance changes.

THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE.

DETAILS ARE ON FILE UNDER
 W.O.# 5126 DATE 10/17/03
 SIGNED [Signature]
 FAA APPROVED REPAIR STATION RMVR672H
 R & M AVIATION, INC.
 3232 PLEASANT ST., DEKALB, IL 60115

-----End-----

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 12842
 11-10-03 9.3 1989.0
 DATE TTP TACH SMOH
 I certify this PROPELLER was inspected in accordance with 100 HR insp. and a list of discrepancies and unairworthy items dated 11-10-03 has been provided for the aircraft owner D.C.A.
 SIGNED [Signature] CERT# 59254643AP

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 13334
 1-8-04 109.3 2089.0
 DATE TTP TACH SMOH
 I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
 SIGNED [Signature] CERT# AP 022703984

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 13721
 2-15-04 200.04 2180.1
 DATE TTP TACH SMOH
 I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
 SIGNED [Signature] CERT# AP 27655141

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 13845
 3-24-04 295.7 2275.4
 DATE TTP TACH SMOH
 I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
 SIGNED [Signature] CERT# AP 2715889

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 14414
 4-16-04 391.8 2371.5
 DATE TTP TACH NEW SMOH
 I certify this PROPELLER was inspected DURING an ANNUAL insp.
 SIGNED [Signature] CERT# 44464008 1A

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
 N2672Q WO# 14403
 5-11-04 489.8 2469.5
 DATE TTP TACH SMOH
 I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
 SIGNED [Signature] CERT# AP 2777022

P7

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 14735
6-1-04 588.2 2567.9
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
SIGNED [Signature] CERT# 592544643AP

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 14819
7-05-04 686.2 2665.9
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
SIGNED KMAK Pan CERT# AP 268/295

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 15219
8-22-04 780.3 2760.0
DATE TTP TACH SMOH
I certify this PROPELLER was inspected by Craig T. Thompson A&P 454794915 in accordance with 100 HR insp. and was determined to be in Airworthy condition.
SIGNED [Signature] CERT# 2469622 AP

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 15447
10-29-04 677.0 2856.7
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
SIGNED [Signature] CERT# 158701358AP

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 16057
1-4-05 975.8 2955.5
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and a list of discrepancies and unairworthy items dated 1-4-05 has been provided for the aircraft owner D.C.A.
SIGNED Steve Tackwell CERT# 1619470

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 16445
3-15-05 1074.2 3053.9
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and was determined to be in Airworthy condition.
SIGNED [Signature] CERT# 277640155A&P

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 14587
4-15-05 1173.3 3153.0
DATE TTP TACH SMOH
I certify this PROPELLER was inspected DURING an ANNUAL insp.
SIGNED Steve Tackwell CERT# AP1619470

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 16686
5-27-05 1266.4 3246.1
DATE TTP TACH SMOH
I certify this PROPELLER was inspected in accordance with 100 HR insp. and a list of discrepancies and unairworthy items dated 6-27-05 has been provided for the aircraft owner D.C.A.
SIGNED [Signature] CERT# AP3039828

D1
N2672Q Date 7-21-05 MAINTENANCE LOG ENTRY WO# 17129-1
NEW TACH: 000.1 OLD TACH: 3314.4
Replaced tach with NEW Tach. P/N D1-112-6023 S/N 24216 .
SIGN [Signature] CERT# 2715889A&P

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 16973
8-2-05 1364.4 29.7
DATE TTP TACH SMOH

I certify this PROPELLER was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition.

SIGNED Joel Reyes CERT# 2741228A6P

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 17532
10-13-05 1461.5 126.8
DATE TTP TACH

I certify this PROPELLER was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition.

SIGNED [Signature] CERT# 2734206A9P

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 18131
12-30-05 1557.0 222.3
DATE TTP TACH

I certify this PROPELLER was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition.

SIGNED [Signature] CERT# AP3010340

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 18347
3-6-06 1655.8 321.1
DATE TTP TACH

I certify this PROPELLER was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition.

SIGNED [Signature] CERT# 2046787A4P

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 19123
5-1-06 1750.4 415.7
DATE TTP TACH SMOH

I certify this PROPELLER was inspected DURING an ANNUAL Insp.

SIGNED [Signature] CERT# IA 2669024

PROPELLER LOG ENTRY MODEL # B2D34C213 SERIAL # DY5885B
N2672Q WO# 19245
6-29-06 1848.7 514.0
DATE TTP TACH

I certify this PROPELLER was inspected in accordance with 100 HR Insp. and was determined to be in Airworthy condition.

SIGNED [Signature] CERT# AP 3074752

June 27, 2007 Aircraft Tach Time: 575.0 Propeller TT:1909.7

N2672Q PA28R-201 s/n 28R-7737040

Engine: Lycoming I0-360C1C6 s/n L-16140-51A

Propeller: Hartzell HC-C3yr-1RF/F7282 s/n DY5885B

I certify that this propeller has been inspected IAW a 100 hour inspection and has been found satisfactory for return to service.

Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375 IA

Aug. 28, 2008 Aircraft Tach Time: 601.0 Propeller TT: 1935.7
N2672Q PA28R-201 s/n 28R-7737040
Engine: Lycoming I0-360C1C6 s/n L-16140-51A
Propeller: Hartzell HC-C3yr-1RF/F7282 s/n DY5885B

I certify that this propeller has been inspected IAW a 100 hour inspection and has been found satisfactory for return to service.

Sparta Aero Services, Inc. by Marvin L. Campbell, A&P 2808375



Propeller	N2672Q	September 23, 2009
Make/Model -Hartzell	Model -HC-C3YR-1RF	SN -DY5885B
ACTT -7671.6	Tach -619.2	PTT -1953.9
		SMOH -NA

Scheduled Maintenance

Inspected propeller IAW Piper PA28R-201 Service Manual checklist and FAR Part 43 APP D checklist. Dressed blades. Serviced hub with grease as required.

Airworthiness Directives Complied With

Reference AD Compliance Sheets revision dated 09/23/2009.

I certify that this Propeller has been inspected in accordance with a 100 Hour /Annual Inspection as was determined to be in an Airworthy condition



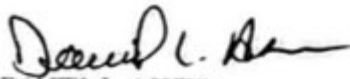
Shawn C. Sayle
AP490825188IA

PROPELLER

Date: 26 July 2010 TACH: 638.0 HOBBS: 5768.3
Reg: N2672Q ACTT: 7690.4 Prop TT: 1972.7 SMOH: 0.0
Model: Hartzell HC-C3YR-1RF/F7282 S/N: DY5885B

All maintenance completed IAW Piper Maintenance Manual 761639.

1. Installed propeller after overhaul from Aircraft Propeller Service. Installed per section 8A-7 and 8A-8. Performed operational check with no discrepancies noted.



DANIEL L. ASHER
A&P 3045939

Propeller S/N DY5885B **TSN** UNK **TSO** UNK

This propeller has been serviced as per the 8130-3 tag dated

07/09/2010 under Work Order 98452

Aircraft Propeller Service, Inc.
Wheeling, Illinois

CRS EY2R811K

JAA.5126

By

PROPELLER

Date: 21 Dec 2010 TACH: 652.7
Reg: N2672Q PROPTT: 1987.4 SMOH: 14.7
Model: HC-C3YR-1RF/F7282 S/N: DY5885B

Inspected Hartzell propeller as installed per STC 4528NM, inspected for continuous airworthiness IAW Hartzell Propeller Owner's Manual 115N (61-00-15), 61-00-15, page 504 section 2.

Cleaned propeller per section 61-00-15, page 603 section 1 and lubricated per page 605 section 2.

I certify this propeller has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined airworthy.
All Air worthiness Directives checked through 26 Nov 2010.


GEORGE E. ELDER, IA
498566777

PROPELLER

Date: 21 Dec 2010 TACH: 705.2
Reg: N2672Q PROPTT: 2039.9 SMOH: 67.2
Model: HC-C3YR-1RF/F7282 S/N: DY5885B

Inspected Hartzell propeller as installed per STC 4528NM, inspected for continuous airworthiness IAW Hartzell Propeller Owner's Manual 115N (61-00-15), 61-00-15, page 504 section 2.

Completed 50 hour inspection per the 375AAW 50 hour inspection report. No discrepancies noted.


DANIEL L. ASHER, A&P
3045939

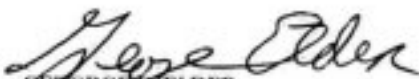
PROPELLER

Date: 9 Dec 2012 TACH: 731.3
Reg: N2672Q PROPTT: 2066 SMOH: 93.3
Model: HC-C3YR-1RF/F7282 S/N: DY5885B

Inspected Hartzell propeller as installed per STC 4528NM, inspected for continuous airworthiness IAW Hartzell Propeller Owner's Manual 115N (61-00-15), 61-00-15, page 504 section 2.

Cleaned propeller per section 61-00-15, page 603 section 1 and lubricated per page 605 section 2.

I certify this propeller has been inspected IAW an annual inspection using FAR 43 appendix D and manufacturer's manual and has been determined airworthy.
All Air worthiness Directives thru this date.


GEORGE E. ELDER,
498566777 IA



10600 Harry J. Parrish Blvd.
Manassas, VA 20110
703-530-7737

S/N: DY5885B
Model: HC-C3YR-1RF/F7282
TTP: 2140.2

06 February 2014
Tach: 805.5
N2672Q

I certify that this Propeller has been inspected in accordance with a 100h /annual Inspection as per an Inspection check list and was determined to be in an airworthy condition.

Nabil Dawood
A&P 3159967 IA

Skyline Aviation Service Center LLC 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175
LOG ID# 2298 27-January-2015 WO# 2242/25 FORM M4 AC TT /955.9 HOBBS 6068.1
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 903.5 TSMOH 487.8

Pg 1 / 1

Propeller HC-C3YR-1RF/F7282 S/N DY5885B TSMOH 487.8

>Performed propeller 100 Hr Inspection using Piper PA28-201 inspection form as a guide.
Applicable AD's have been reviewed thr 01/27/2015
>Dressed props to remove all nicks as required. Ref Hartzell Manual 115N 61-00-15.

I certify that this Propeller has been inspected IAW 100 Hour Inspection and has been found to be in Airworthy condition.

Signed AP/IA 3152411 Charlie Schoenduby

01-27-2015
Date

Cycle Aviation 1005 Sycolin Rd Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 2979 19-August-2015 WO# 3432/3 FORM M3 HOBBS 6179.2
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1002.1

Pg 1 / 1

Model: HC-C3YR-1RF/F7282 Serial#: DY5885B

>Performed propeller 100 Hr Inspection using Piper PA28-201 inspection form and and Hartzell owners manual as a guide. Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2015-16

I certify that this Propeller has been inspected IAW 100 Hour Inspection and has been found to be in Airworthy condition. The work identified above was performed in accordance with current federal aviation regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.

Signed CRS# 6LVR604C Adam Snyder

8-19-2015
Date

White Hawk Aviation
12517 Beverly Ford Road
Brandy Station, Va. 22714

Phone: 540-727-8400
Fax: 540-727-8411

N2672Q Hartzell HC-C3YR-1RF Serial number: DY5885B
Date: 01 March 2016 TACH: 1097.4 SNEW: 681.7

I certify that this propeller has been inspected in accordance with the scope and detail of FAR 43 appendix D for a 100hr/annual inspection and was determined to be in airworthy condition.

Kevin Woodside AP3122255IA

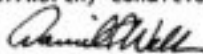
Cycle Aviation 1005 Sycolin Rd SE Leesburg Executive Arpt Leesburg, VA 20175 CRS# 6LVR604C
LOG ID# 4482 16-September-2016 WO# 4646 FORM M3 HOBBS 6399.2
N2672Q S/N 28R-7737040 PIPER PA-28R-201 TACH 1194.9

Pg 1 / 1

Propeller Hartzell HC-C3YR-1RF SN: DY5885B

> Performed 100 hour propeller inspection using Piper Cherokee Arrow III inspection check list as a guide and meeting the requirements of Title 14 CFR Part 43 Appendix D.
> Applicable AD's have been reviewed thru Small Aircraft, Biweekly 2016-18
> Lubricated prop hub.
> Dressed prop blades.

The work identified above was performed in accordance with current Federal Aviation Regulations and current manufacturers manuals and is approved for return to service. Pertinent details on file at this repair station under above referenced work order.
I certify that this Propeller has been inspected IAW 100Hour Inspection and has been found to be in Airworthy condition.



Signed: Daniel Wells



10601 Observation Road
Manassas, VA 20110
703-368-8100

Propeller
N2672Q
PIPER PA-28R-201 SN28R-7737040

Hartzell HC-C3YR-1RF/F7282 Feb 03, 2017
Tach: 1294.8 SN: DY5885B
TTAF: 8346.8

Performed a 100 hour/Annual Propeller inspection in reference to Piper Airplane Maintenance Manual P/N 761-895 April 2008 and accordance with the scope and detail of 14 CFR 43 Appendix D. Serviced Prop Hub with Aeroshell 6.
Researched ADs through 02/03/2017

I certify that this Propeller has been inspected as a part of 100 hour /Annual inspection and determined to be in airworthy condition.



David Carter A&P 3186493 IA



10601 Observation Road
Manassas, VA 20110
(703) 368-8100

Propeller
N2672Q
PIPER PA-28R-201 SN28R-7737040

Hartzell HC-C3YR-1RF/F7282 Jun 23, 2017
Tach: 1393.0 SN: DY5885B
TTAF: 8445.0 TTP:2727.7

Performed a Propeller 100hr/Annual inspection with reference to Hartzell Maintenance Manual inspection check list and the scope and detail of 14 CFR 43 Appendix D.
Researched ADs through June 23, 2017.

I certify that this Propeller has been inspected as part of a 100hr/Annual inspection and determined to be in airworthy condition.

David Carter A&P 3186493 IA



**12 July, 2018 N2672Q Tach: 1523.1 Propeller Log. Piper PA-28R-201 SN 28R-7737040.
Hartzell HC-C3YR-1RF/F7282 S/N DY5885B. TSPO: 885.1 PROP TOTAL TIME: 2857.8**

I certify this propeller has been inspected in accordance with an Annual Inspection using FAR 43, Appendix D and manufactures service manual as a guide. Dressed propeller blades and touched up paint as necessary. This propeller is found to be in airworthy condition. I approve this propeller for return to service.

Paul D. Voorhees




3221506 A&P I.A.

PROPELLER LOG

10 APRIL, 2019 N2672Q Hartzell HC-C3YR-1RF/F7282 Ser.# DY5885B
Tach - 1615.5 Hobbs - 6870.6 PROP TOTAL TIME - 2950.2 TSO - 977.5

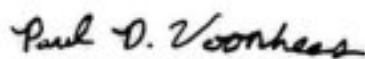
I certify that this propeller has been inspected in accordance with the 100hr/Annual Inspection using 14 CFR 43 Appendix D and the manufactures service manual as a guide. Dressed propeller blades and touched up paint as necessary. Researched ADs through 10 April, 2019. This propeller is found to be in airworthy condition. I approve this propeller for return to service.


Wayde Spenner
A&P 341586401 IA
Big River Aviation, LLC

PROPELLER LOG

22 August, 2020 N2672Q TACH: 1698.5 Piper PA-28R-201 S/N 28R-7737040
Hartzell HC-C3YR-1RF/F7282 S/N DY5885B TSPO: 1060.5 Prop Total Time: 3033.2

I certify this propeller has been inspected in accordance with a 100 Hr./Annual Inspection using 14 CFR Part 43, Appendix D and the manufactures service manual as a guide. The propeller was removed and reinstalled to facilitate repair to the aircraft engine mount. Sludge removed from propeller and crankshaft in accordance with Piper Cherokee Service Manual, Table III-II, Inspection Report, PA-28R, Sec. A, Item 9. Dressed propeller blades and touched up paint as necessary. This propeller is found to be in airworthy condition. I approve this aircraft for return to service.


Paul D. Voorhees
3221506 A&P IA,
Big River Aviation, LLC


PROPELLER LOG

7 May, 2021 N2672Q Tach: 1798.6 Piper PA-28R-201 S/N 28R-7737040
Hartzell HC-C3YR-1RF/F7282 S/N DY5885B TSPO: 1160.6 Prop Total Time: 3133.3

Performed a Propeller 100 Hr./Annual Inspection with reference to Hartzell HC-C3Y Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Removed spinner. Greased propeller with Aeroshell 6. Inspected spinner, spinner bulkhead and propeller. No defects were noted. Installed spinner. Researched ADs through 7 May, 2021. Tighten prop governor cable rod end.

Complied with Airworthiness Directive 20-19-06 Governor Idler Bearing PN A-20028. AD is for a McCauley Prop Governor. Hartzell Governor PN F-2-7A SN 6150W installed. AD does not apply.

I certify that this propeller has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this propeller for return to service.


Ronald J. Brown
A&P 3443354 IA
Big River Aviation, LLC

PROPELLER LOG

16 November, 2021 N2672Q Tach: 1898.2 Piper PA-28R-201 S/N 28R-7737040
Hartzell HC-C3YR-1RF/F7282 S/N DY5885B TSPO: 1260.2 Prop Total Time: 3232.9

Performed a Propeller 100 Hr./Annual Inspection with reference to Hartzell HC-C3Y Service Manual, and the scope and detail of 14 CFR 43 Appendix D. Researched ADs through 16 November, 2021.

Complied with Airworthiness Directive 20-19-06 Governor Idler Bearing PN A-20028. AD is for a McCauley Prop Governor. Hartzell Governor PN F-2-7A SN 6150W installed. AD does not apply.

I certify that this propeller has been inspected in accordance with a 100 Hr./Annual Inspection and found to be airworthy. I approve this propeller for return to service.

Thomas W. Dahlmann Thomas W. Dahlmann A&P, I.A. 2111007

N2672Q



Prop Make/Model	McCauley 2A34C203-C	Prop Serial	755542
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DATE: 8 JUN 2022 TACH:1987.3 AFTT: 9039.3 PTT: 3322 PTSMOH:1349.3

Completed annual inspection on this date. Dressed minor nicks on propellor blades.

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

Signature [Signature] AP 3048703 IA

wo: WO_218

Propeller Annual - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q Hartzell, HC-C3YR-1RF/F7282, S/N: DY5885B June 08, 2023
TACH: 2092.0 PTSN: 3426.7 PTSO: 1468.7

Performed annual inspection on this propellor. Filed small nicks in prop blades. Serviced prop hub with Aeroshell 6. I certify that this propellor has been inspected IAW annual inspection and has been found to be airworthy at this date.

Ryan Buczak A&P w/IA 3048703 [Signature]

wo: WO_456

Propeller Annual - page 1 of 1



Evergreen Airworks LLC - 33212 Webster Rd E - Eatonville, WA 98328 - 414-416-8671

N2672Q Hartzell, HC-C3YR-1RF/F7282, S/N: DY5885B July 17, 2024
TACH: 2207.7 PTSN: 3542.4 PTSO: 1569.7

Performed annual inspection on propeller, hub, and blades and checked grease level - ok. Dressed blade leading edge nicks and reinstalled spinner.

I certify that this propeller has been inspected IAW an annual inspection and has been found to be in airworthy condition.

Michael Schuerman A&P w/IA 3436919 [Signature]



Evergreen Airworks LLC · 16703 103rd Ave Ct E · Puyallup, WA 98374 · 414-416-8671


N2672Q
TACH: 2237.1

Hartzell, HC-C3YR-1RF/F7282, S/N: DY5885B
PTSN: 3571.8 PTSO: 1599.1

April 28, 2025

Completed annual inspection IAW 14 CFR 43 Appendix D and the Evergreen Airworks annual inspection checklist. Dressed propeller leading edge nicks.

I certify this aircraft propeller has been inspected in accordance with an annual inspection and has been found to be in airworthy condition. Details of work performed are on file with Evergreen Airworks LLC under work order: WO_668.

Caleb Janzen A&P w/IA 3989351 

wo: WO_953

Propeller Annual - page 1 of 1



Evergreen Airworks LLC · 16703 103rd Ave Ct E · Puyallup, WA 98374 · 253-435-6013

N2672Q
TACH: 2254.5

Hartzell, HC-C3YR-1RF/F7282, S/N: DY5885B
PTSN: 3589.2 PTSO: 1616.5

April 13, 2026

Performed inspection of propeller. Removed spinner and inspected grease level. No grease added. Inspected blades - dressed nicks as necessary. Reinstalled spinner.

Michael Schuerman A&P w/IA 3436919 