

SERIAL NO.

MAJOR ALTERATIONS

DATE

DESCRIPTION OF ALTERATION

3/30/80

INSTALLED BRITAIN TIF TRACKS (15 gal/used) see 337 this date.

Donor of APR 15 1987

Date 8/10/80 T. T. 1069

Installed new 10-357200-1

I certify that this

Aircraft

has been inspected in accordance with a

revision subd. AD no

Final inspection and was de-

termined to be in airworthy condition. longer applicable. AD no See AD compliance in back of log.

Curly Bird

LA-1136463

4/3/81

Tech 1733 hrs Installed Altimeter ser # 8375091 see yellow tag for test results in back of log

Donor of APR 14 1985

LIFE LIMITED PARTS OR OVERHAUL REQUIRED

DATE	DESCRIPTION OF ALTERATION
4/3/81	Tech: 1733 hrs Performed static system check and found to be ok according to Far 91.170 <i>A. Lincroft</i> TIP 148564835
Date... 9/8/81 TT... 1773.....	
I certify that this... <i>A. Lincroft</i>	
has been inspected in accordance with a	
... <i>Approved</i> inspection and was de-	
termined to be in airworthy condition.	
<i>H. Good</i> <i>LA 157464837</i>	
3-12-82	Installed autopilot as per STC - SA6635 w/ Radio coupler & Gelsys coupler as 337 Dated 3-12-82 for additional detail - Pm replaced by DMCPRO - Repair station E-13-12

stem check

91.173

The Following Discrepancy has been found, KfA fuel cell leak at untested nipple. This anomaly will be valid when this discrepancy has been cleared.

Kenan Rose
APR 13 1957

LIFE LIMITED PARTS OR OVERHAUL REQUIRE

Description	PIPER
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The item identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under repair order no. T2351

12-8-82

for Floats & Fuel Cells, Inc.,
2845 Hangar Rd., Memphis, TN 38118
FAA Approved Repair Station No. 763-4

[illegible]

AGENCY
CERT. NO.

AGENCY
CERT. NO.

the trans-1,10

Chlor

Twitter in

337 76's date

10/10/10

HP CR5/1060

F.A.A. Approved Repair Station #1060	
General Aero & Avionics, Inc.	

Signature: 

Thence the path

CP 1060

17

12/22/83	Tue	1963-7	I metted Prairie Flight Manual					
			about off. make in emergency procedure says do for instructions					
			more. Please run up OK					

One Third Melon Apr 23/2986

7-20-83 Tach 1930, 17

Belmont South Books
29
Grove St. South
April 22 1908

Inspection performed since CHRD
from 4/4/05 to 7/7/06 Routine
Service & Tune, AD 9/10 83-19

I certify that this aircraft		(✓)
or engine ()	has been inspected	
In accordance with an annual		(✓)
or () hour inspection and was		
determined to be in airworthy		
condition.		
Date	11/1/83	
Total time aircraft	1955.5	(✓)
Total time engine	760.0	
WCC 15468	SENE Year	

WOLF 15508

16010 Still Yes

- PART TAG

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

NAME OF PART	PART NUMBER	SERIAL NUMBER	INSTALLATION DATE/HOURS	TIME ON PART AT INSTALL.	LIFE LIMIT OR T.B.O.	REMOVAL DATE/HOURS	AGENCY CERT. NO.
1.12.84 TACH 1964.4			Installed & New Stainless Steel Brake Discs as per STC # SA108NE	Jeffrey George GAA C851060			
4/6 / Approved Eng. TACH 1968.95 AND REPLACED WITH NEW ROCHESTER TACH KATHIE 0800.00							
5-17-84 Tach. 00272			Revised brake tooth only bleed and serviced system				
			Free Hand Suckin GAA C851065				
6/15/84	Compliance with	Service Bulletin 711					
	IN STILL PARTS SAME WORKMAN						
	PICKER PART # 81690-02						

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN C

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE
	I certify that this aircraft () has been inspected in accordance with an annual (X) 1 or () hour inspection and was determined to be in airworthy condition. Date 11-16-84				Inspection GAA Form 1
	Total time aircraft 2040.09				Routine Ser
	Total time engine 875.09 Since New				Replaced 1
	W0416313 Tach. 00572				
	F.A.A. Approved Repair Station #1080 General Aero & Avionics, Inc.				
	Signature <i>James J. Burke</i>				
	DATE 11-16-84 NEXT DUE 11-16-86				
	STATIC PRESSURE SYSTEM CHECKED, AS REQUIRED BY PART 43 IN ACCORDANCE WITH PART 43 APPENDIX E (G).				
12-17-86	PERMANENT & STATIC SYSTEM. STUCK AT 43				
	PERMANENT CO F, THIS ONE. PERMANENT				
					PAR 109-5.1

ENTS

AGENCY
CERT. NO.

SS STEEL

SA108NE

ST1060

17A New

17A New

771

17A New

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
	I certify that this aircraft () has been inspected or engine () in accordance with an annual () or () hour inspection and was determined to be in airworthy condition. Date <u>11-16-84</u>					
	Total time aircraft <u>2040.09</u>					
	Total time engine <u>875.09</u> Since New					
	Watt 16313 Tech 0053 0053					
	F.M.A. Approved Repair Station #1080					
	General Astro & Avionics, Inc.					
	Signature <u>[Signature]</u>					
	DATE <u>11-16-84</u> NEXT DUE <u>11-16-86</u>					
	STATIC PRESSURE SYSTEM CHECKED, AS REQUIRED BY PART 43, IN ACCORDANCE WITH PART 43 APPENDIX E (c).					
	<u>12-17-88</u>	<u>PCP</u>	<u>TECH</u>	<u>2105P</u>	<u>Repairman BY FAR 91-171</u>	
	<u>On Transponder & Static System. System did comply with FAR</u>					
	<u>43 Appendix E & F. This done. All from Appendix E & F.</u>					
	<u>FAR 109-8. - [Signature]</u>					

APPLIANCE RECORD

AUTHORIZED SIGNATURE
CERTIFICATE NO.

Performed 11/10/87
11-405 AS A
Service Unit
85-23

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
2/2/87	Annual inspection performed using CAA Form 11-405. Substantive discrepancies located all brake linings, repack all wheel bearings, performed gear inspection & emergency extension check. Replaced one regulator filter, replaced one gear actuating roller. Changed EIT setting - new check to Dec. 88. Rebuilt left brake caliper, advised all about "15000 + 10000 per some manuals" for AD 75-12-06 for fuel system, for AD 76-07-1281 Broke again on next, for AD 82-19-01 wing spar fatigue damage, for AD 83-19-05 wing spar cracking. AD 84-26-02 due at field 552 + AD 77-13-2181 due at field 552. AD's begun due at field 552. AD's checked thru 86-26.					
I certify that this aircraft (X) or engine () has been inspected in accordance with an annual (X) or () hour inspection and was determined to be in airworthy condition. Date Feb 2/1987						
Total time since last inspection 2151.95						
Total time engine 956.95 Since new						
TACH 163.0						
P.A.A. Approved	Repair Station					
General Aero & Avionics, Inc.						
Signature	Suzanne J. [Signature]					

OIA 14350465

COMPLIANCE RECORD

AUTHORIZED SIGNATURE
CERTIFICATE NO.

Signature of authorized person

*Check out shop
over and re-mount the
Puck for clamp
3 2182 hanging from
552 rack. Repack
terminal tube down
of 2" Seal air gun!
Puck all Calk-Tom
at 263 Tack.
rel due 299.7-EAVD
Dec 88.*

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN COMPLIANCE RECORD

A.D./BULL. NUMBER	ITEM AFFECTED	DATE & HRS. AT COMP.	METHOD OF COMPLIANCE	TYPE OF A.D. 1 TIME/RECUR.	NEXT COMP. DATE/HRS./CYCLE	AUTHORIZED SIGNATURE CERTIFICATE NO.
	I certify that this aircraft () or engine () has been inspected in accordance with an annual () or () hour inspection and was determined to be in airworthy condition.					
	Date	4/11/89				<i>Inspector Raymond Henry AKA</i>
	Total time aircraft	29.35.4				<i>John Moritz as a private</i>
	Total time engine	10.40.4 (5 hrs)				<i>Paula Anne V. Fule</i>
	Work	00266 - Tech-2465				<i>Replaced N & S Bearings</i>
		44A-1274599IT4				<i>as per AD-77-13.201</i>
		44A-1274599IT4				<i>all AD checked through-89-09</i>
		44A-1274599IT4				<i>SLT Battery Replaced</i>
		44A-1274599IT4				<i>Next Due Feb 91</i>
	Signature	<i>John Moritz</i>				
	Cert. #					
	Alaire Aircraft Service, Inc.					

TAG

Accident Service Center
HARRIS AIRPORT, TAMMAMONTE

They are
Always

AIRWORTHINESS DIRECTIVE/FACTORY BILL ETIN COMPLIANCE RECORD

A.D./BULL.
NUMBER

ITEM AFFECTED

DATE & HRS.
AT COMP

METHOD OF COMPLIANCE

TYPE OF A.D.
1 TIME/RECUR.

NEXT COMP.
DATE/HRS./CYCLE

AUTHORIZED SIGNATURE
CERTIFICATE NO.

277. / Hobbs

May 17, 1990
A/C 47. 3268.4

This aircraft has been inspected 17/1/16
annual inspection and was satisfactory

maiz Tanks 9

rested all kinds of

fairly standard

cuscuta. straminea

Charles Kemmer

around nose cord

is provided, by

7 tabs full line

under the

with the main

10. Subsistent $(=PR)$

Stage

1

47

Service Center

PORT FARMING

ALTIMETER & STATIC SYSTEM CHECK

[illegible]

COMPLIANCE RECORD

AUTHORIZED SIGNATURE
CERTIFICATE NO.

ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.170

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	CHECK REQUIRED	APPROVED BY: AGENCY CERT. NO.
6-12-9	Boeing	737-400	10000000000	Boeing	35000	Annual Inspection	Boeing
						with Pilot Maintenance Manual for PA 24-20 & Inspected all Control Cables, Hardened, Relay & Attach Point. Inspected all Control System For Corrosion, Freedom of Movement & Proper Throttle Position Grounding. Test & Emergency Extension. Checked Electrical System & Operation. Checked Instrument For Accuracy & Operation. Removed All Inspection plates being Fairings - Tail Cone & Inspected Exterior. Removed Seats Bags & Inspected Interior of Cabin & wing. Spoke with Service - Cleared Debris From Floor Area. Removed Fastenings Plumbing For Air Speed Indication. From Pilot Head to Radiator & Replaced with New Teflon Plumbing. Replaced All Seals with AC Seals in Air Lines - Replaced Seals' Mounts - checked Aircraft with bags & wires - checked on Engine Room. All pages & Radios. Changed EGT Battery Next day. Aircraft Found to be in Airworthy Condition. 20000000000	
	Boeing	737-400	10000000000	Boeing	35000	Annual Inspection	Boeing
						with Pilot Maintenance Manual for PA 24-20 & Inspected all Control Cables, Hardened, Relay & Attach Point. Inspected all Control System For Corrosion, Freedom of Movement & Proper Throttle Position Grounding. Test & Emergency Extension. Checked Electrical System & Operation. Checked Instrument For Accuracy & Operation. Removed All Inspection plates being Fairings - Tail Cone & Inspected Exterior. Removed Seats Bags & Inspected Interior of Cabin & wing. Spoke with Service - Cleared Debris From Floor Area. Removed Fastenings Plumbing For Air Speed Indication. From Pilot Head to Radiator & Replaced with New Teflon Plumbing. Replaced All Seals with AC Seals in Air Lines - Replaced Seals' Mounts - checked Aircraft with bags & wires - checked on Engine Room. All pages & Radios. Changed EGT Battery Next day. Aircraft Found to be in Airworthy Condition. 20000000000	

LOG BOOK ENTRY

6/12/91

FAA BATTERY REPLACEMENT DATE JUN 1991

F.A.R. 91.170

Replaced Overhauled and gave in According
with Pps Maintenance Manual for Pps PA 24-250
Replaced All when Bushing & Bearings. Lubed
All 2nd Emergency = Adjusted Paratransit Toss
& Emergency Retraction. Rebuilt also struts
& Replaced Fluid with mil 200 Hyd Fluid
Replaced Leds & High Beam Hous. Replaced
Nose wheel Bearings - Replaced Main Gear wheel
Bearings Replaced 20 Pins in Brakes Calipers
Bleed Brakes & Positioned High speed Tex,
Test - Brakes Up to 0 to 0 Cylinder - Aircraft
Land Gear Found to be in Auxiliary Condition
checked ACP 530 8688 & A -

F.A.R. 91.170

DATE	DESCRIPTION	AMOUNT	BALANCE
March 17, 1952	Received from [illegible]	130.86	130.86
March 17, 1952	Received from [illegible]	130.86	261.72
March 17, 1952	Received from [illegible]	130.86	392.58
March 17, 1952	Received from [illegible]	130.86	523.44
March 17, 1952	Received from [illegible]	130.86	654.30
March 17, 1952	Received from [illegible]	130.86	785.16
March 17, 1952	Received from [illegible]	130.86	916.02
March 17, 1952	Received from [illegible]	130.86	1046.88
March 17, 1952	Received from [illegible]	130.86	1177.74
March 17, 1952	Received from [illegible]	130.86	1308.60
March 17, 1952	Received from [illegible]	130.86	1439.46
March 17, 1952	Received from [illegible]	130.86	1570.32
March 17, 1952	Received from [illegible]	130.86	1701.18
March 17, 1952	Received from [illegible]	130.86	1832.04
March 17, 1952	Received from [illegible]	130.86	1962.90
March 17, 1952	Received from [illegible]	130.86	2093.76
March 17, 1952	Received from [illegible]	130.86	2224.62
March 17, 1952	Received from [illegible]	130.86	2355.48
March 17, 1952	Received from [illegible]	130.86	2486.34
March 17, 1952	Received from [illegible]	130.86	2617.20
March 17, 1952	Received from [illegible]	130.86	2748.06
March 17, 1952	Received from [illegible]	130.86	2878.92
March 17, 1952	Received from [illegible]	130.86	3009.78
March 17, 1952	Received from [illegible]	130.86	3140.64
March 17, 1952	Received from [illegible]	130.86	3271.50
March 17, 1952	Received from [illegible]	130.86	3402.36
March 17, 1952	Received from [illegible]	130.86	3533.22
March 17, 1952	Received from [illegible]	130.86	3664.08
March 17, 1952	Received from [illegible]	130.86	3794.94
March 17, 1952	Received from [illegible]	130.86	3925.80
March 17, 1952	Received from [illegible]	130.86	4056.66
March 17, 1952	Received from [illegible]	130.86	4187.52
March 17, 1952	Received from [illegible]	130.86	4318.38
March 17, 1952	Received from [illegible]	130.86	4449.24
March 17, 1952	Received from [illegible]	130.86	4580.10
March 17, 1952	Received from [illegible]	130.86	4710.96
March 17, 1952	Received from [illegible]	130.86	4841.82
March 17, 1952	Received from [illegible]	130.86	4972.68
March 17, 1952	Received from [illegible]	130.86	5103.54
March 17, 1952	Received from [illegible]	130.86	5234.40
March 17, 1952	Received from [illegible]	130.86	5365.26
March 17, 1952	Received from [illegible]	130.86	5496.12
March 17, 1952	Received from [illegible]	130.86	5626.98
March 17, 1952	Received from [illegible]	130.86	5757.84
March 17, 1952	Received from [illegible]	130.86	5888.70
March 17, 1952	Received from [illegible]	130.86	6019.56
March 17, 1952	Received from [illegible]	130.86	6150.42
March 17, 1952	Received from [illegible]	130.86	6281.28
March 17, 1952	Received from [illegible]	130.86	6412.14
March 17, 1952	Received from [illegible]	130.86	6543.00
March 17, 1952	Received from [illegible]	130.86	6673.86
March 17, 1952	Received from [illegible]	130.86	6804.72
March 17, 1952	Received from [illegible]	130.86	6935.58
March 17, 1952	Received from [illegible]	130.86	7066.44
March 17, 1952	Received from [illegible]	130.86	7197.30
March 17, 1952	Received from [illegible]	130.86	7328.16
March 17, 1952	Received from [illegible]	130.86	7459.02
March 17, 1952	Received from [illegible]	130.86	7589.88
March 17, 1952	Received from [illegible]	130.86	7720.74
March 17, 1952	Received from [illegible]	130.86	7851.60
March 17, 1952	Received from [illegible]	130.86	7982.46
March 17, 1952	Received from [illegible]	130.86	8113.32
March 17, 1952	Received from [illegible]	130.86	8244.18
March 17, 1952	Received from [illegible]	130.86	8375.04
March 17, 1952	Received from [illegible]	130.86	8505.90
March 17, 1952	Received from [illegible]	130.86	8636.76
March 17, 1952	Received from [illegible]	130.86	8767.62
March 17, 1952	Received from [illegible]	130.86	8898.48
March 17, 1952	Received from [illegible]	130.86	9029.34
March 17, 1952	Received from [illegible]	130.86	9160.20
March 17, 1952	Received from [illegible]	130.86	9291.06
March 17, 1952	Received from [illegible]	130.86	9421.92
March 17, 1952	Received from [illegible]	130.86	9552.78
March 17, 1952	Received from [illegible]	130.86	9683.64
March 17, 1952	Received from [illegible]	130.86	9814.50
March 17, 1952	Received from [illegible]	130.86	9945.36
March 17, 1952	Received from [illegible]	130.86	10076.22
March 17, 1952	Received from [illegible]	130.86	10207.08
March 17, 1952	Received from [illegible]	130.86	10337.94
March 17, 1952	Received from [illegible]	130.86	10468.80
March 17, 1952	Received from [illegible]	130.86	10599.66
March 17, 1952	Received from [illegible]	130.86	10730.52
March 17, 1952	Received from [illegible]	130.86	10861.38
March 17, 1952	Received from [illegible]	130.86	10992.24
March 17, 1952	Received from [illegible]	130.86	11123.10
March 17, 1952	Received from [illegible]	130.86	11253.96
March 17, 1952	Received from [illegible]	130.86	11384.82
March 17, 1952	Received from [illegible]	130.86	11515.68
March 17, 1952	Received from [illegible]	130.86	11646.54
March 17, 1952	Received from [illegible]	130.86	11777.40
March 17, 1952	Received from [illegible]	130.86	11908.26
March 17, 1952	Received from [illegible]	130.86	12039.12
March 17, 1952	Received from [illegible]	130.86	12169.98
March 17, 1952	Received from [illegible]	130.86	12300.84
March 17, 1952	Received from [illegible]	130.86	12431.70
March 17, 1952	Received from [illegible]	130.86	12562.56
March 17, 1952	Received from [illegible]	130.86	12693.42
March 17, 1952	Received from [illegible]	130.86	12824.28
March 17, 1952	Received from [illegible]	130.86	12955.14
March 17, 1952	Received from [illegible]	130.86	13086.00
March 17, 1952	Received from [illegible]	130.86	13216.86
March 17, 1952	Received from [illegible]	130.86	13347.72
March 17, 1952	Received from [illegible]	130.86	13478.58
March 17, 1952	Received from [illegible]	130.86	13609.44
March 17, 1952	Received from [illegible]	130.86	13740.30
March 17, 1952	Received from [illegible]	130.86	13871.16
March 17, 1952	Received from [illegible]	130.86	14002.02
March 17, 1952	Received from [illegible]	130.86	14132.88
March 17, 1952	Received from [illegible]	130.86	14263.74
March 17, 1952	Received from [illegible]	130.86	14394.60
March 17, 1952	Received from [illegible]	130.86	14525.46
March 17, 1952	Received from [illegible]	130.86	14656.32
March 17, 1952	Received from [illegible]	130.86	14787.18
March 17, 1952	Received from [illegible]	130.86	14918.04
March 17, 1952	Received from [illegible]	130.86	15048.90
March 17, 1952	Received from [illegible]	130.86	15179.76
March 17, 1952	Received from [illegible]	130.86	15310.62
March 17, 1952	Received from [illegible]	130.86	15441.48
March 17, 1952	Received from [illegible]	130.86	15572.34
March 17, 1952	Received from [illegible]	130.86	15703.20
March 17, 1952	Received from [illegible]	130.86	15834.06
March 17, 1952	Received from [illegible]	130.86	15964.92
March 17, 1952	Received from [illegible]	130.86	16095.78
March 17, 1952	Received from [illegible]	130.86	16226.64
March 17, 1952	Received from [illegible]	130.86	16357.50
March 17, 1952	Received from [illegible]	130.86	16488.36
March 17, 1952	Received from [illegible]	130.86	16619.22
March 17, 1952	Received from [illegible]	130.86	16750.08
March 17, 1952	Received from [illegible]	130.86	16880.94
March 17, 1952	Received from [illegible]	130.86	17011.80
March 17, 1952	Received from [illegible]	130.86	17142.66
March 17, 1952	Received from [illegible]	130.86	17273.52
March 17, 1952	Received from [illegible]	130.86	17404.38
March 17, 1952	Received from [illegible]	130.86	17535.24
March 17, 1952	Received from [illegible]	130.86	17666.10
March 17, 1952	Received from [illegible]	130.86	17796.96
March 17, 1952	Received from [illegible]	130.86	17927.82
March 17, 1952	Received from [illegible]	130.86	18058.68
March 17, 1952	Received from [illegible]	130.86	18189.54
March 17, 1952	Received from [illegible]	130.86	18320.40
March 17, 1952	Received from [illegible]	130.86	18451.26
March 17, 1952	Received from [illegible]	130.86	18582.12
March 17, 1952	Received from [illegible]	130.86	18712.98
March 17, 1952	Received from [illegible]	130.86	18843.84
March 17, 1952	Received from [illegible]	130.86	18974.70
March 17, 1952	Received from [illegible]	130.86	19105.56
March 17, 1952	Received from [illegible]	130.86	19236.42
March 17, 1952	Received from [illegible]	130.86	19367.28
March 17, 1952	Received from [illegible]	130.86	19498.14
March 17, 1952	Received from [illegible]	130.86	19629.00
March 17, 1952	Received from [illegible]	130.86	19759.86
March 17, 1952	Received from [illegible]	130.86	19890.72
March 17, 1952	Received from [illegible]	130.86	20021.58
March 17, 1952	Received from [illegible]	130.86	20152.44
March 17, 1952	Received from [illegible]	130.86	20283.30
March 17, 1952	Received from [illegible]	130.86	20414.16
March 17, 1952	Received from [illegible]	130.86	20545.02
March 17, 1952	Received from [illegible]	130.86	20675.88
March 17, 1952	Received from [illegible]	130.86	20806.74
March 17, 1952	Received from [illegible]	130.86	20937.60
March 17, 1952	Received from [illegible]	130.86	21068.46
March 17, 1952	Received from [illegible]	130.86	21199.32
March 17, 1952	Received from [illegible]	130.86	21330.18
March 17, 1952	Received from [illegible]	130.86	21461.04
March 17, 1952	Received from [illegible]	130.86	21591.90
March 17, 1952	Received from [illegible]	130.86	21722.76
March 17, 1952	Received from [illegible]	130.86	21853.62
March 17, 1952	Received from [illegible]	130.86	21984.48
March 17, 1952	Received from [illegible]	130.86	22115.34
March 17, 1952	Received from [illegible]	130.86	22246.20
March 17, 1952	Received from [illegible]	130.86	22377.06
March 17, 1952	Received from [illegible]	130.86	22507.92
March 17, 1952	Received from [illegible]	130.86	22638.78
March 17, 1952	Received from [illegible]	130.86	22769.64
March 17, 1952	Received from [illegible]	130.86	22900.50
March 17, 1952	Received from [illegible]	130.86	23031.36
March 17, 1952	Received from [illegible]	130.86	23162.22
March 17, 1952	Received from [illegible]	130.86	23293.08
March 17, 1952	Received from [illegible]	130.86	23423.94
March 17, 1952	Received from [illegible]	130.86	23554.80
March 17, 1952	Received from [illegible]	130.86	23685.66
March 17, 1952	Received from [illegible]	130.86	23816.52
March 17, 1952	Received from [illegible]	130.86	23947.38
March 17, 1952	Received from [illegible]	130.86	24078.24
March 17, 1952	Received from [illegible]	130.86	24209.10
March 17, 1952	Received from [illegible]	130.86	24339.96
March 17, 1952	Received from [illegible]	130.86	24470.82
March 17, 1952	Received from [illegible]	130.86	24601.68
March 17, 1952	Received from [illegible]	130.86	24732.54
March 17, 1952	Received from [illegible]	130.86	24863.40
March 17, 1952	Received from [illegible]	130.86	24994.26
March 17, 1952	Received from [illegible]	130.86	25125.12
March 17, 1952	Received from [illegible]	130.86	25255.98
March 17, 1952	Received from [illegible]	130.86	25386.84
March 17, 1952	Received from [illegible]	130.86	25517.70
March 17, 1952	Received from [illegible]	130.86	25648.56
March 17, 1952	Received from [illegible]	130.86	25779.42
March 17, 1952	Received from [illegible]	130.86	25910.28
March 17, 1952	Received from [illegible]	130.86	26041.14
March 17, 1952	Received from [illegible]	130.86	26172.00
March 17, 1952	Received from [illegible]	130.86	26302.86
March 17, 1952	Received from [illegible]	130.86	26433.72
March 17, 1952	Received from [illegible]	130.86	26564.58
March 17, 1952	Received from [illegible]		

RADIO & ELECTRONIC CHECKS

CLICK FIELD	APPROVED BY AGENCY CERT. NO.	DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
Gear in ascending for Pos 2A & 2B Bearing - Lubed Retractor Toss Shift also done Toss Hand Fly Horn Replaced Main Gear Wheel in Drive Catalog High Speed Test Lubricated - Aircraft Assembly Complete A		4-27-81		Transformer	Diagram	Transformer to Test 8149. Replaced WAS Found to BG 14 FMR 43 Apparent F, new 150TSC/5N-11056 FMR 104-8 James O'Brien	ATSC 150 WAS TESTED NEEDS REPAIR BY FMR 91-177 UNIT	
March 17, 1982		March 17, 1982			Repair & Replaced Main with OEM Parts - Replaced New 'S' Ring Balls in and manual extension. Gear 1308698	low gear stop to to Test 8149. Replaced WAS Found to BG 14 FMR 43 Apparent F, new 150TSC/5N-11056 FMR 104-8 James O'Brien	ATSC 150 WAS TESTED NEEDS REPAIR BY FMR 91-177 UNIT	
March 17, 1982		March 17, 1982			Checked Aircraft Control Pitons - Control Found to Limits - Aircraft ATD 1308698	low gear stop to to Test 8149. Replaced WAS Found to BG 14 FMR 43 Apparent F, new 150TSC/5N-11056 FMR 104-8 James O'Brien	ATSC 150 WAS TESTED NEEDS REPAIR BY FMR 91-177 UNIT	

MAIN TENANCY RETURN RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
OCT, 14		Yacht =	2329.0	After following AD's Requiring compliance		
1992		Before further flight DO NOT APPLY AD 92-12-05				
		NOT APP TO PISTON PWS INSTALLED, AD 92-15-16 NOT APP. TO				
		CARBS S.N. OR DATE. AD 92-20-02 NOT APP. TO FUEL PUMP				
		DATE OF OVERHAUL. IF CERTIFY THIS AIRCRAFT IS SAFE FOR				
		INTENDED FLIGHT FROM COI TO OVN, per SPECIAL FAR				
		FLIGHT PERMIT (50-FSDO-15) DATED 10/09/92.				
		W.D. Perry				AD 262112094

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE
10-19-92		Tach time	2337.93		
		Inspected All Flight Controls, Light co			
		checked lights, Landing gear tires,			
		lines, hoses, wheels, bellows, Inspe			
		Replaced ELT Battery. New Date NOV			

REPLACE ELT BATTERY BY:

NOV

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

W.D. Perry 1499

Signature: D. Perry

AERO FLITE OF NORMAN CHRIS BATTAGLON
1630 Westheimer Dr, Norman, OK 73069
PHO 405 390-8404

RADIO & ELECTRONIC CHECKS

CHECKED BY:
SIGNATURE — CERT. NO.

DATE

TOTAL
TIME

EQUIPMENT
CHECKED

TYPE OF
CHECK

ERROR OR
RESULTS

NEXT CHECK
DUE

CHECKED BY:
SIGNATURE — CERT. NO.

10-19-92

TACH TIME 2337.93

Inspected All Flight Controls, Flight Control Cables
Checked lights, Landing gear, tires, Brakes Battery
lines, hoses, wheels, oil, instruments.
Replaced ELT Battery. New Date NOV 94

REPLACE ELT BATTERY BY:

I certify that this aircraft has been
inspected in accordance with the annual
inspection and was determined to be in an
airworthy condition.
WORK ORDER NO. 1499
Signature: [Signature]

AERO FLITE OF NORMAN CRS BG1R440C
1630 Westheimer Dr. Norman, OK 73069

PHO 405 329-8484

REQUIRE COMMENTS
15-16 NOT APP. TO
APP. TO FUEL PUMP
APP. IS SAFE FOR
PER SPECIFIC FUEL
ON 10/09/92,
AF262412094

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
8-16-94	TACH	8375.16	INSTALLED	ARMED	205 155 + ANTENNA	
SAC	FAA	FORM 337	THIS DATE	FOR	DETAILS EQUIP	
LCST	✓	W + 8	DATA	REVIEWED	CRS AT 22702K	My Steel
INSTALLED ALTIMETER, MOD: 01-200703						
S/N 127450						
43, APPENDIX E AND TESTED AS PER 91.411						
TO	20,005		FEET ON	810-94		
BY: 0522719K		W.O.	NO.	47318		
I CERTIFY THE STATIC SYSTEM TESTS REQUIRED						
BY F.A.R. PART 91.411 HAVE BEEN PERFORMED						
THIS DATE: 8-16-94		SIG: My Steel				
		CRS-AT2702K				

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE
8-22-94	TACH	2375.2			
AND REPAIRED MAIN WHEEL BEARINGS. REPAIRED NOSE AND BRACES. CHECKED BRAKES, SERVICED RESERVOIR. RE MAIN CENTER DEAG LINK BUSHINGS + BOLT. TIGHTENED DRAMPNGE ATTACHMENT. REPAIRED BUNGEE CORDS. LA PERFORMED BOTH NORMAL AND EMERGENCY GEAR RETRA EXTENSION. CHECKED CABLE TENSORS. CHECKED LUB BELL STEERS. SERVICED BATTERY. TESTED ECTH EXPIRES 11-94. REPAIRED INDUCTION FILTER. CLEARED REPLACED COORD HEAT DUCT. RYE GOVERNOR FOR RPT ACCESSORIES TUNED. OK. INSTALLED PIPE STEEL AND REPAIRED RIGHT FUEL TRANSMITTER GASKET. CLOUD RMD39-727 PAR (19,6,5) "FUEL CELL COXAPSE" BUT A CLOUD. D-22-22-05 RMD39-2052 PAR "2(5)" LIMITATION FOUND PREVIOUSLY INSTALLED. CLOUD. 75-12-06 AND PAR "1(6)" FIN FORWARDED SORE INSPECTOR DUE TO CLOUD. 77-13-21 RMD39-3023 PAR "8" REPAIRED RUNNER. 500HE/3RE5, INSPECTOR 18ME. (CONTINUED NEXT					

AERO MOTIVE EQUIPMENT, INC.

7828 N.W. 10TH

OKLAHOMA CITY, OKLAHOMA 73127

FAA Repair Station DS2R779K

WORK ORDER AND WORK RECORD

PART NO. 541 DATE 8/14/94
 ITEM Propeller QTY. 1
 MFG. Peromarine S/N 536
 W.O. 47482 FSN _____
 CUSTOMER Aerconic Services
 P.O. NO. VBC SHIPPER-RECEIVER/No. _____

WORK INSTRUCTIONS

Functional Test ☒ Dial Refinish ☐
 Overhaul ☐ Repair ☒ Hidden Damage ☐
 Remarks: remark dial
Per 24-250 717 m/w. 110 72-22-05
of Per Arch Instructions

F.A.R. _____ A.D. _____

WORK ACCOMPLISHED

Disassembled ☐ Unsealed ☐ Replaced Bearings ☐
 Cleaned ☐ Repaired ☒ Purged ☐
 Sealed ☐ Calibrated ☐ Painted ☐
 Final Inspection ☒ Dial Refinish ☐
 Replaced Glass ☐ Functional Test ☐

FUNCTIONAL TEST

True Indicated slight
40 = 40 white are 64-125
60 = 60 yellow are 180-203
80 = 80 Green
100 = 100
120 = 120
140 = 140
160 = 159.5
180 = 170
200 = 199
220 = 219
240 = 240

CERTIFICATION TAG

AERO MOTIVE EQUIP., INC.

7828 N.W. 10th, OKLAHOMA CITY

R.S. DS2R779K

Unit Name Encoding Act Ser. No. 127450
 Type 01-200-103 Mfg. Smith
 Overhauled By [Signature] Insp. By [Signature]
 Date Overhauled _____ Date Insp. 8/10/94

OR

If Not Overhauled Fill Out Below

This Unit Tested and Approved for Further Service

By [Signature] Date 8/10/94

SERVICEABLE

1000 FT - 20000 FT

ALTIMETER INDICATOR
CALIBRATION

SERIAL NO.

127450

Test Setting	Instrument Reading	Test Setting	Instrument Reading
-1000	0	14000	0
0	710	16000	0
1000	720	18000	0
1500	710	20000	720
2000	720	22000	
3000	720	25000	
4000	725	30000	
6000	0	35000	
8000	0	40000	
10000	0	45000	
12000	0	50000	

MECHANIC

INSPECTOR

AERO MOTIVE EQUIPMENT

R.S. DS2R779K

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
8-22-94	TAUHYTTAF	2375.2	JACKET AIRCRAFT	CLEANED, INSPECTED,		
			AND REPACKED MAIN WHEEL BEARINGS. REPLACED NOSE WHEEL BEARINGS			
			AND REAR. CHECKED BRAKES, SECURED RESERVE. REPLACED RIGHT			
			MAIN CENTER DEAG LINK BUSHINGS & BOLT. TIGHTENED SHIMMY			
			DRUMMER ATTACHMENT. REPLACED BUNGEE CORDS. LUBED GEAR.			
			REPLACED BOTH NOSE AND EMERGENCY GEAR RETENTION AND			
			INTENSIOR. CHECKED CABLE TENSIONS. CHECKED LIGHTS, REPLACED			
			APPLE STEER. SERVICED BATTERY. TESTED EIT, BATTERY			
			EXPIRES 11-94. REPLACED INDUCTION FILTER. CLEANED FUEL SCREEN.			
			REPLACED CARB HEAT DUCT. A/E GOVERNOR FOR REPAIR BY AIRCRAFT			
			ACCESSORIES, TUSA, OK. INSTALLED PIPE STALL WHEN IN G.			
			REMOVED RIGHT FUEL TRANSMITTER GASKET. C/W A.D. 68-13-03			
			AMD 39-727 PAR "1(a,b,c)" FUEL GEC. COLLAPSE DUE EA. 100 HRS.			
			C/W A.D. 22-22-05 AMD 39-3052 PAR "2(b)" LIMITATION PARKED			
			FOUND PREVIOUSLY INSTALLED. C/W A.D. 75-12-06 AMD 39-2227			
			PAR "1(b)" FIN FORWARDED SPARE INSPECTION DUE EA. 100 HRS.			
			C/W A.D. 27-13-21 AMD 39-3093 PAR "B" REPLACED BUNGIES, REPLA			
			100 HRS/3 YRS, INSPECTION 12 MO. (CONTINUED NEXT PAGE			

REPORT

AERO MOTOR C

I certify that this Aircraft Engine was inspected in accordance with a 100-Hour Annual inspection and was found to be in divority condition.

N. 75. 7

By 11/20/20

Date 10/2/20

CR3-A12R702K

THIS TRANSPONDER SER. NO. _____
HAS BEEN TESTED IN ACCORDANCE WITH THE
F.A.R., PART 43, APPENDIX F, REQUIREMENTS OF F.A.R. 91.
DATE: 10-11-96 BY: _____

SERVICEABLE
 FAR Part 43 APPX E
 — 1000 FT — 20000 FT

RADIO & ELECTRONIC CHECK

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
10-11-96	10:00 HRS.	REPLACED ENGINE SHOCK MOUNTS. REPLACED IN TAKE ALBOX				
10-11-96	10:00 HRS.	REPLACED C/W.A.D. 76-07-12 AMB39-3024 PARE "166C" BENVIX				
10-11-96	10:00 HRS.	REPLACED C/W.A.D. 77-13-21 AMB39-3073 INSPECTED				
10-11-96	10:00 HRS.	REPLACED C/W.A.D. 77-13-21 AMB39-3073 INSPECTED				
10-11-96	10:00 HRS.	REPLACED C/W.A.D. 77-13-21 AMB39-3073 INSPECTED				

I certify that this Aircraft Engine was inspected in accordance with a 100-Hour Annual Inspection and was found to be in satisfactory condition.

Richard A. Smith 770072668

N7576P ① 2396,8

N7576P ① 2396,8

ALLIED ALTIMETER, MOD: 21-200-103

137450 CERTIFIED UNDER PART

APPENDIX E AND TESTED AS PER 91.411

30'500 FEET ON 10-9-96

USAR 77916 W.O. NO. 51080

VERIFY THE STATIC SYSTEM TESTS REQUIRED

A.R. PART 91.411 HAVE BEEN PERFORMED

DATE: 10-11-96 SIG: *Paul J. Mello*

CRS-AT2R702K

THIS TRANSPONDER SER. NO. 11056/AT150

HAS BEEN TESTED IN ACCORDANCE WITH

F.A.R., PART 43, APPENDIX F, AND MEETS THE

REQUIREMENTS OF F.A.R. 91.413

DATE: 10-11-96 SIG: *Paul J. Mello*

CRS-AT2R702K

ALTITUDE
CA

Test
Setting

- 1000

0

1000

1500

2000

3000

4000

6000

8000

10000

12000

MEC

Date

5-28-00

SERVICE
1000 FT - 20000 FT
FAR Part 43 APPX E

ALTIMETER INDICATOR CALIBRATION

SERIAL NO.

1274050

Test Setting	Instrument Reading	Test Setting	Instrument Reading
- 1000	0	14000	+5
0	+10	16000	+5
1000	+20	18000	-5
1500	-5	20000	0
2000	+20	22000	/
3000	+10	25000	/
4000	+20	30000	/
6000	-20	35000	/
8000	-10	40000	/
10000	-20	45000	/
12000	0	50000	/

MECHANIC

INSPECTOR

AERO MOTIVE EQUIPMENT

R.S. DS2R779K

SERVICEABLE

1000 FT - 20000 FT

FAR Part 43 APPXE

ALTIMETER INDICATOR CALIBRATION

SERIAL NO.

127450

Test Setting	Instrument Reading	Test Setting	Instrument Reading
- 1000	-10	14000	-20
0	-20	16000	-20
1000	-10	18000	-40
1500	-20	20000	0
2000	-10	22000	/
3000	-10	25000	/
4000	-5	30000	/
6000	-20	35000	/
8000	-30	40000	/
10000	-30	45000	/
12000	-20	50000	/

MECHANIC

INSPECTOR

AERO MOTIVE EQUIPMENT

R.S. DS2R779K

SERVICEABLE

FAR Part 43 APPXE

1000 FT - 20000 FT

CHECKS

EXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
------------------	--------------------------------------

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
5/10/45 (PAGE)						
NOTE PAR "A"						
CHAD. 76-07-12 AND 39304						
CHAD. 94-13-10						
CHAD. 77-13-21 AND 39-3093						
INSPECTION						

Inspected in accord-
with and was found

N7576P 2396.8

ALLIED ALTIMETER. MOD: 01-200-103
137450 CERTIFIED UNDER PART

APPENDIX E AND TESTED AS PER 91.411
20'000 FEET ON 10-9-96

USAR 779K W.O. NO. 51080

VERIFY THE STATIC SYSTEM TESTS REQUIRED

A.R. PART 91.411 HAVE BEEN PERFORMED

DATE: 10-11-96 SIG: *Paul J. McNeil*

CRS-A12R702K

N7576P 2396.8

HIS TRANSPONDER SER. NO. 11056/ATISD

AS BEEN TESTED IN ACCORDANCE WITH

F.A.R., PART 43, APPENDIX F, AND MEETS THE

REQUIREMENTS OF F.A.R. 91.413

DATE: 10-11-96 SIG: *Paul J. McNeil*

CRS-A12R702K

AND CABLE TENSORS.
WAS, SERVICED BOTH
WARRANTY EXPIRES 9-97).

RADIO & ELECTRONIC CHECKS

[illegible]

CHECKED BY:
NATURE — CERT. NO.

CHECKED BY: SIGNATURE — CERT. NO.	NEXT CHECK DUE	ERROR OR RESULTS	TYPE OF CHECK	EQUIPMENT CHECKED	TOTAL TIME	DATE
1000, INSPECTION						12-12-97
MAR. RUSHING						Tech 2388.44. Tackled aircraft, cleaned up cockpit and fuel tank area.
MOO BOW						Replaced bungie cords for Para "B" AD 77-13-21 and 39-3093
1500 D.D. FURNACE						Replaced bungie cords for Para "B" AD 77-13-21 and 39-3093
500 A.C.T						Replaced main fuel screen
CHARGE						Right and left service fittings. Replaced right link rod
2-13-21						Left and right service fittings. Replaced main fuel screen
12 MO.						Replaced 2" pins and lubed links. Installed PU 149-1200
						Structure and PU 487-149 Solenoid. Replaced EMT Battery
						and tested per PAR 91.207D. Replaced right main tire
						Replaced reduction air filter Replaced and UL 4235-08 Mustang
In growth with fault						Charge. Replaced PU 460-901 Steel covering. Flasher. CU AD
						75-12-06 and 39-2227 Fuel returned Spine Inspection. CU AD 68-13-03
						and 39-727 Fuel Cell collapse Inspection. CU AD 94-13-10
						and 39-8951 Stabilizer Tubes Tube Inspection. CU AD 76-07-12
						and 39-3024 Bendix Mag Switch Inspection. Charge battery
						to charging That This aircraft was inspected in accordance with
						with an Annual Inspection and was found to be in compliance

RADIO & ELECTRONIC CHECKS

DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
Condition		Permanence	2011/11/11			
2-14-98	700	2399.0	Installed	STC	SA 00494001	Installation
AF Shoulder harness per two front seats. According to drawing #1000 dated October 16, 1996. and good shop practices.						
		Permanence	2011/11/11			
		2399.0	Installed	STC	SA 00494001	Installation

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	WORK PERFORMED
11-13-85	7447 REAR 104.0	Installed new Transponder Antenna	
		GA-4A CRS 1060	
THIS TRANSPONDER SET, NO. A1-150 HAS BEEN TESTED IN ACCORDANCE WITH FAR, PART 43, APPENDIX A, AND MEETS THE REQUIREMENTS OF FAR 91.413			
DATE: 8-29-00	SG: [Signature]		
CRS-AT2P702K			
INSTALLED ALTITUDE, MOD: 01-200-103			
S/N 127450	CERTIFIED UNDER PART 43, APPENDIX A AND TESTED AS PER 91.411		
TO: 20,000	FEET ON 8-28-00		
BY: DS2R779K	W.O. NO. 59696		
I CERTIFY THE STATION SYSTEM TESTS REQUIRED BY FAR, PART 91.411 HAVE BEEN PERFORMED			
THIS DATE: 8-29-00 SG: [Signature]			
CRS-AT2P702K			

MAINTENANCE RECORD

F.A.R. 43.9

CHECKED BY
SIGNATURE — CERT NO

DATE OF
COMPLETION

AIRCRAFT TIME
IN SERVICE

DESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USED

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

11-18-85

7AC4 AE905
104.0

Installed new Transponder Antenna

Installed

adding To

shop operation

THIS TRANSPONDER SER. NO. A4-150

HAS BEEN TESTED IN ACCORDANCE WITH
F.A.R. PART 43, APPENDIX I, AND MEETS THE
REQUIREMENTS OF F.A.R. 91.413

DATE: 8-29-00 SIGNED: Philip Stoll

CRS-A12P702K

INSTALLED ALTIMETER, MOD: 01-200-1103

S/N 127450 CERTIFIED UNDER PART

43, APPENDIX E AND TESTED AS PER 91.411

TO 20,000 FEET ON 8-28-00

BY: PS2R-779K W/O. NO. 59696

I CERTIFY THE STANC SYSTEM TESTS REQUIRED

BY F.A.R. PART 91.411 HAVE BEEN PERFORMED

THIS DATE: 8-29-00 SIGNED: Philip Stoll

CRS-A12P702K

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
8-29-00	Tech 2401.06 hr	Jacked fuselage, checked inspection and	
		checked bearings, checked gear, replaced (1) landing on right bank	
		Replaced (1) landing gear bank. Rod gear extension both wheel	
		and emergency. Replaced left main tire wheel. Replaced	
		checked and changed battery. Replaced wheel wheel bolts in	
		both main wheels. Replaced shock rods in both main	
		gear. Checked fuel system, serviced brakes, checked	
		all control cables, tension and checked gear. Replaced	
		left battery and tested PMA EPR 512070 battery data	
		Spot 02. Chk AO 76-07-12 and 35-3024 Brake play switch	
		inspection. Chk AO 68-13-03 and 35-7077 Fuel cell insp	
		cell AO 75-10-06 and 39-2227 (Gen 1) (6) Forward Fin	
		Spine insp. Chk AO 77-13-01 and 35-3053 Landing gear	
		area only bypass replacement. I certify that this	
		aircraft was inspected in accordance with and normal	
		inspection and was found to be in satisfactory condition	
		"VFR only"	
		James P. O'Neill	
		EA15412007	

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	WORK
INSTALLED ALTIMETER, MOD. <u>01-200-103</u> S/N <u>1274050</u> CERTIFIED UNDER PART 43, APPENDIX AND TESTED AS PER 91.411 TO <u>20,000</u> FEET ON <u>9/24/02</u> BY: <u>0520779K</u> W.O. No. <u>67808</u> I CERTIFY THE STATIC SYSTEM TESTS REQUIRED BY F.A.R. PART 91.411 HAVE BEEN PERFORMED THIS DATE: <u>10/7/02</u> SIG. <u>[Signature]</u> CRSAT2R702K			
THIS TRANSPONDER SER. NO. <u>9T150</u> HAS BEEN TESTED IN ACCORDANCE WITH F.A.R., PART 43, APPENDIX F, AND MEETS THE REQUIREMENTS OF F.A.R. 91.413 DATE: <u>10/7/02</u> SIG. <u>[Signature]</u> CRS AT 2R702K AVIONICS SERVICES, NORMAN, OKLAHOMA			

10/7/02, Replaced
242, KAS-80
by Beau-Rabell
+ gaffed cas
Pls 1 Stale...

THIS TRANSPONDER SER. NO. 47150
HAS BEEN TESTED IN ACCORDANCE WITH
F.A.R., PART 43, APPENDIX F, AND MEETS
THE REQUIREMENTS OF F.A.R. 91.413
DATE 10/7/02. SIG. [Signature]
CRS AT 2R702K
AVIONICS SERVICES, NORMAN, OKLAHOMA

INSTALLED ALTIMETER, MOD. 01-200-103
S/N 1274050 CERTIFIED UNDER PART
43, APPENDIX AND TESTED AS PER 91.411
TO 29,000 FEET ON 9/24/02
BY: 0522279K W.O. No. 67808
I CERTIFY THE STATIC SYSTEM TESTS REQUIRED
BY F.A.R. PART 91.411 HAVE BEEN PERFORMED
THIS DATE: 10/1/02 SIG. [Signature]
CRSAT12R702K

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF
COMPLETION

AIRCRAFT TIME
IN SERVICE

DESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USED

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

INSTALLED ALTIMETER, MOD. 01-200-103
B/N 1274050 CERTIFIED UNDER PART
43, APPENDIX AND TESTED AS PER 91.411
TO 20,000 FEET ON 9/24/02
BY 0522719K W.O. NO. 67808
I CERTIFY THE STATIC SYSTEM TESTS REQUIRED
BY F.A.R. PART 91.411 HAVE BEEN PERFORMED
THIS DATE: 10/7/02 SIG. Phil Steele
CRSAT2R702K

THIS TRANSPONDER SER. NO. 41150
HAS BEEN TESTED IN ACCORDANCE WITH
F.A.R., PART 43, APPENDIX F, AND MEETS
THE REQUIREMENTS OF F.A.R. 91.413
DATE: 10/7/02 SIG. Phil Steele
CRS AT 2R702K
AVIONICS SERVICES, NORMAN, OKLAHOMA

10/7/02, Replaced ADS COAT,
242R KNS-80 for repairs
by Beau-Rabell, Reinstalled
& tested CRS AT 2R702K.

Phil Steele

and inspected and
on right bank
practice both manual
under. Succeeded
whenever both in
not in both manual
notes, checked
for. Replaced
270 battery dash
under. May switch
test call sign
forwarded for
standing 3300
ating that this
and manual
recovery condition

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
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Red Cloud Aviation LLC
12021 N Hwy 99
Seminole, OK 74868
405-382-2180

Reg # N7576P
Date: 08/14/2016
Piper Comanche PA-24-250
Serial #24-2787

TTAF: 2408.31
Tach Time: 2408.31

Complied with Annual Inspection IAW Piper Maintenance Manual, and FAR 43 Appendix D. Inspected all flight controls, cables, and fixed structures with no defects noted. Inspected all pneumatic, electrical, and fluid systems. Cleaned, inspected and repacked wheel bearings. Replaced Nose, Left, and Right tire and tube with new 6.00x6. Landing gear retraction and extension checks performed in normal and emergency operation, checked good. New and recurring AD's checked and complied with applicable, list attached in back of this log book. ELT tested good and battery replaced, next due June 2018. All work done in accordance with current Piper Maintenance Manual, and FAR 43 Appendix D. This aircraft has been inspected IAW an Annual Inspection and is approved for return to service.

Scott D. Lee
A/P 3728276

Ernesto Garcia
A/P 1A 2845378

[Signature]
[Signature]

THIS AIRCRAFT HAS BEEN
CONFORMANCE WITH A
INSPECTION AND WAS
E IN AIRWORTHY

Inspected and signed
Comanche logbook
Checked all
Inspected Fuel System,
Oil and Test,
Wing cables at
fuselage left,
fus. Roped
76-07-17 Brakes
W/ Call Inspection
Spore inspection

01/15/16

2108.75

REPLACED LEFT + RIGHT GEAR
BUNNIES, SWING GOOD,

SCOTT D. LEE A/P 3728276
[Signature]

AERO MOTION C

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO.
3/2/17		REMOVED, CLEANED + RE-SEALED LEFT + RIGHT BRAKE CALIPERS	SCOTT D. LEE A43328218
Certify that the altimeter and static systems have been performed in accordance with CFR part 43, appendix E.			
ALTIMETER READING	ACTUAL TEST RESULT	ALTIMETER READING	ACTUAL TEST RESULT
-1,000	-10	10,000	-0-
0	-0-	12,000	-0-
500	-20	14,000	-10
1,000	-0-	16,000	-5
1,500	-10	18,000	-20
2,000	-0-	20,000	-10
3,000	+10	22,000	
4,000	-0-	25,000	
6,000	-10	30,000	
8,000	-10	35,000	
M/N OR P/N:	01-200-103		
SERIAL NO.:	1274050		
DATE:	06-27-2017		
DAVIS FIELD AVIATION -- FAA CRS# D3FR571X			

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	WORK
		Red Cloud Aviation LLC 12021 N Hwy 99 Seminole, OK 74868 405-382-2180	
		Reg # N7576P Date: 09/26/2017 Piper Comanche PA-24-250 Serial #24-2787	
Complied with Annual Inspection IAW Piper Maintenance Manual, and FAR 43 Appendix D. Inspected all in controls, cables, and fixed structures with no defects noted. Inspected all pneumatic, electrical, and fluid systems. Cleaned, inspected and repacked wheel bearings. Replaced nose steering horn on top of strut P-21690 including new hardware. Landing gear retraction and extension checks performed in normal and emergency operation, checked good. New and recurring AD's checked and complied with applicable, list attached in back of this log book. ELT tested good, battery next due June 2018. All work done in accordance with current Piper Maintenance Manual, and FAR 43 Appendix D. This aircraft has been inspected IAW FAR Annual Inspection and is approved for return to service.			
Paul D. Shaver A/P IA 3509008			

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	AGENCY & CERTIFICATE NO. WORK PERFORMED/RETURNED TO SERVICE
3/2/17		REWORKED, CLEANED + RE-SEALED LEFT + RIGHT BRAKE CALIPERS	SCOTT W. LEE AWP328518
06-28-2017		I certify that the altimeter and static system tests required by 14 CFR § 91.411 have been performed and found to comply with 14 CFR part 43, appendix E. The altimeter P/N: 27220-193 SN: 1274050 was tested and certified to 20000 feet.	
		Date: 06-28-2017	
		Signature: George H. Blum	
		Davis Field Aviation, LLC	
		Muskogee, OK 74403	
		FAA CRS #D3FR571X	
		I certify that the ATIS, SN: 11052 transponder tests required by 14 CFR § 91.413 have been performed and found to comply with 14 CFR part 43, appendix F.	
		Date: 06-28-2017	
		Signature: George H. Blum	
		Davis Field Aviation, LLC	
		Muskogee, OK 74403	
		FAA CRS #D3FR571X	

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED
		Red Cloud Aviation LLC 12021 N Hwy 99 Seminole, OK 74868 405-382-2180
		Reg # N7576P Date: 09/26/2017 Piper Comanche PA-24-250 Serial #24-2787
		Complied with Annual Inspection IAW Piper Maintenance Manual, and FAR 43 Appendix D. If controls, cables, and fixed structures with no defects noted. Inspected all pneumatic, elect systems. Cleaned, inspected and repacked wheel bearings. Replaced nose steering horn on 21690 including new hardware. Landing gear retraction and extension checks performed emergency operation, checked good. New and recurring AD's checked and complied with attached in back of this log book. ELT tested good, battery next due June 2018. All work done with current Piper Maintenance Manual, and FAR 43 Appendix D. This aircraft has been ins Annual Inspection and is approved for return to service.
		Paul D. Shaver A/P IA 3509000

MAINTENANCE RECORD

F.A.R. 43.9

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

DATE OF
COMPLETION

AIRCRAFT TIME
IN SERVICE

DESCRIPTION OF WORK PERFORMED
OR APPROVED DATA USED

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO SERVICE

HY BRAKE CALIPER
SCOTT D. LEE
A/P IA 3509008

Red Cloud Aviation LLC
12021 N Hwy 99
Seminole, OK 74868
405-382-2180

Reg # N7576P
Date: 09/26/2017
Piper Comanche PA-24-250
Serial #24-2787

TTAF: 2445.68
Tach Time: 2445.68

Complied with Annual Inspection IAW Piper Maintenance Manual, and FAR 43 Appendix D. Inspected all flight controls, cables, and fixed structures with no defects noted. Inspected all pneumatic, electrical, and fluid systems. Cleaned, inspected and repacked wheel bearings. Replaced nose steering horn on top of strut P/N 21690 including new hardware. Landing gear retraction and extension checks performed in normal and emergency operation, checked good. New and recurring AD's checked and complied with applicable, list attached in back of this log book. ELT tested good, battery next due June 2018. All work done in accordance with current Piper Maintenance Manual, and FAR 43 Appendix D. This aircraft has been inspected IAW an Annual Inspection and is approved for return to service.

Paul D. Shaver
Paul D. Shaver
A/P IA 3509008

21 March 2020		Airframe Log Entry		N7576P	
Hobbs:	0.00	Airframe TT:	2462.54	ELT Battery TT (sec):	58 sec
Tach:	2462.54	Engine TT:	1267.54	Engine TSMOH:	1267.54
		Prop TT:	2319.54	Prop TSMOH:	2319.54
Altimeter Due: (FAR 91.411)		Transponder Due: (FAR 91.413)		ELT Battery Due: Jun 26	

Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Checked elt., Replaced spinner and bulkhead with serviceable unit. Redid the fasteners on the lower door hinge per piper specifications with new rivets and screw bolts. Replaced right fuel-cell bladder with new. Serviced and cleaned all struts. Cleaned and safetied the control surface turnbuckles using a double wrap spiral after making sure that all of the tensions were adjusted properly at the proper location. Replaced screws that had corrosion. After verifying the torque on the tail bolts, the propeller bolts and Spinner back plate bolts, applied torque seal. Torque wrench was cerified on 1-22-2020.

AD 68-13-03 fuel-cell collapse c/w by inspection

AD 75-12-06 fin forward spar c/w by inspection

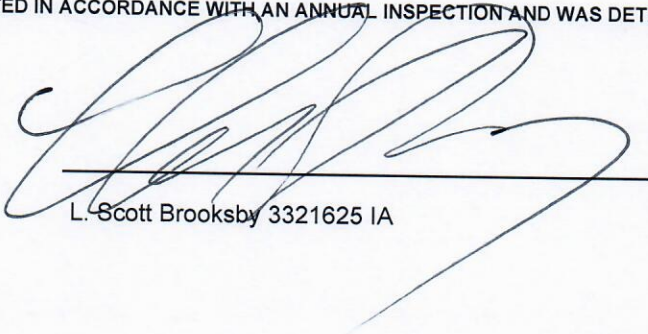
AD 77-13-21 replaced bungee cords next due in 3 years, complied with SL 782B next due in 500 hours. at 2962.54

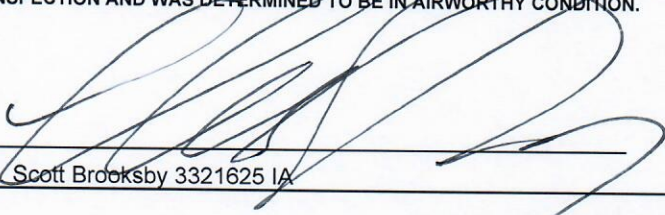
AD 94-13-10 stabilator torque tubes complied with by inspection

AD 97-01-01 main gear side brace studs inspected 8-14-16 tach 2408.31 next due 3408.31

2012-17-06 cracks - stabilator horn assembly. installed STC SA 04016AT and SA 04019AT Australian horn. This terminates this ad.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.


L. Scott Brooksby 3321625 IA

21 March 2020		Propeller Log Entry		N7576P	
Hobbs:	0.00	Airframe TT:	2462.54	ELT Battery TT (sec):	58 sec
Tach:	2462.54	Engine TT:	1267.54	Engine TSMOH:	1267.54
		Prop TT:	2319.54	Prop TSMOH:	2319.54
Altimeter Due: (FAR 91.411)		Transponder Due: (FAR 91.413)		ELT Battery Due: Jun 26	
Propeller inspected in accordance with FAR 43 Appendix D and Piper Comanche 250 Service Manual .					
I CERTIFY THAT THIS AIRCRAFT(PROPELLER) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
					
L. Scott Brooksby 3321625 IA					

AD Number	PDF	Rec	Subject	Effective	compliance
<u>59-06-05</u>	<u>PDF</u>	No	Nose gear bungee	06/01/59	n/a by sn
<u>59-12-09</u>	<u>PDF</u>	No	Control wheel sprocket stud	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	Aileron balance weight	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Fuel cell vent tubes	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	Fuel vent tubes	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Fuel selector valve handles	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Exhaust stack reinforcement	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Aileron counterweight bay rework	04/26/62	n/a by sn
<u>62-26-05</u>	<u>PDF</u>	No	Exhaust system	12/05/62	new muffler part 24506-00 installed 1-3-65
<u>63-27-03</u>	<u>PDF</u>	No	Landing gear retraction motor circuit	01/23/64	chanced 25 amp cb to 30 amp
<u>64-10-04</u>	<u>PDF</u>	No	Carburetor air box deflector vanes	05/12/64	removed vanes 9-1-66 kit 754-475 installed 10/22/1962
<u>64-22-03</u>	<u>PDF</u>	No	Landing gear safety switch	09/28/64	
<u>65-11-04</u>	<u>PDF</u>	No	Stabilator control system	05/15/65	n/a by sn
<u>65-25-03</u>	<u>PDF</u>	no	Nose landing gear drag link clevis	12/10/65	kit 756-911 installed 8-6-65 terminated recurring status
<u>68-05-01</u>	<u>PDF</u>	no	Exhaust mufflers	03/05/69	kit 756-775 installed
<u>68-13-03</u>	<u>PDF</u>	Yes	Fuel cell collapse	03/05/69	installed piper kit 760277 5-20-69
<u>72-22-05</u>	<u>PDF</u>	No	Operation limitation placard	12/26/74	marked on airspeed indicator 4-15-75
<u>74-10-03 R</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/01/74	
<u>74-13-01</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/18/74	4-15-75
<u>74-13-03</u>	<u>PDF</u>	no	Stabilator attach bolts	04/30/76	New attach bolts installed 3-21-2020
<u>75-05-02</u>	<u>PDF</u>	Yes	Engine oil - Beryl Aviation filtrator assembly - STC SA2653WE	02/21/75	n/a

2-15-73
 complied with
 SB 362A rudder
 balance wt kit

<u>75-12-06</u>	<u>PDF</u>	Yes	Fin forward spar	06/05/75		
<u>75-27-08</u>	<u>PDF</u>	No	Torque tube bearing fittings	06/03/76	pcw 6-3-77	
<u>76-19-07</u>	<u>PDF</u>	No	Stabilator weight assy	09/29/76	not installed kit 760-914 installed 7-8-77	
<u>77-08-01</u>	<u>PDF</u>	no	Aileron spar cracks	04/18/77	terminates recurring per para (b) kit 761-082 installed December 22nd 1977 , tach 1317. bungees replaced 3-21- 2020 or 2962.54	
<u>77-13-21</u>	<u>PDF</u>	Yes	Prevent landing gear collapse	12/16/77		
<u>79-20-10</u>	<u>PDF</u>	NO	Incorporation of Piper Kit 763893	10/04/79	PCW 1-27-81 SB 411A	piper SL 751 12-19-75 SL 782 by installing kit 761-082 12-22- 77
<u>82-23-01 R1</u>	<u>PDF</u>	No	Placard near flap actuator	04/07/83	n/a robertson stc	
<u>83-19-03</u>	<u>PDF</u>	No	Lower spar cap inspection	09/30/83		10-1-82
<u>85-02-05 R1</u>	<u>PDF</u>	No	Brake operation placard P/N 81090-02	11/21/97	pcw	
<u>94-13-10</u>	<u>PDF</u>	yes	Stabilator torque tube	08/12/94		
<u>95-20-07 C1</u>	<u>PDF</u>	Yes	Superseded by 97-01-01 (97-01-01 C1, 97-01-01 R1)	11/17/95		
<u>97-01-01 R1</u>	<u>PDF</u>	Yes	Cracks - main gear sidebrace studs	12/08/98	inspected 8-14- 16 tach 2408.31 next due 3408.31	
<u>99-05-09</u>	<u>PDF</u>	No	Facet Purolator induction air filters	03/19/99		
<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly	10/22/12	installed Australian horn 3-21-2020 terminates a.d.	
<u>2015-24-05</u>	<u>PDF</u>	No	POH/AFM change - fuel system management placard	01/12/16	N/A	

GNS 430 Circuitry changes - deviation & flag outputs				
<u>2001-23-17</u>	<u>PDF</u>	No		12/28/01 n/a
ENGINE				
AD Number	PDF	Rec	Subject	Effective
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft	07/06/63
			Oil filter	
			adapter	
<u>66-20-04</u>	<u>PDF</u>	No	gasket	08/27/66
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins	01/13/77
<u>75-08-09</u>	<u>PDF</u>	No	Oil pump	
			failure	08/18/77
<u>75-09-15</u>	<u>PDF</u>	No	Fuel	
			starvation	04/30/75
			Center body	
<u>78-23-10</u>	<u>PDF</u>	No	bellows seal	
			assembly	11/07/78
			Regulator	
			diaphragm	
<u>79-04-05</u>	<u>PDF</u>	No	stem	
			assembly	09/26/79
			Mixture	
<u>81-03-05</u>	<u>PDF</u>	No	control shaft	
<u>81-18-04 R2</u>	<u>PDF</u>	No	assembly	02/11/81
			<u>Superseded by</u>	06/07/82
			Superseded	
			by 2004-10-14	
<u>91-14-22</u>	<u>PDF</u>	Yes	(2004-10-14	
<u>92-12-05</u>	<u>PDF</u>	No	C1)	08/19/91
<u>93-02-05</u>	<u>PDF</u>	Yes	Piston pins	07/10/92
			<u>Superseded by</u>	06/14/93
			Connecting	
<u>95-07-01</u>	<u>PDF</u>	No	rod bolt	
			failure	04/12/95
			Iron and	
			aluminum	
<u>96-09-10</u>	<u>PDF</u>	No	impellers in	
			oil pumps	07/15/96
			High pressure	
<u>96-23-03</u>	<u>PDF</u>	No	fuel pumps	12/17/96
<u>97-01-03</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/21/97
			Defective	
<u>97-15-11</u>	<u>PDF</u>	No	piston pins	08/12/97
			Crankshafts	
			serviced by	
			Nelson	
<u>98-17-11</u>	<u>PDF</u>	No	Balancing	10/19/98
			Crankshafts	
			serviced by	
			Nelson	
<u>98-17-11 C1</u>	<u>PDF</u>	No	Balancing	10/19/98
<u>98-18-12</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	09/28/98
			Crankshaft	
<u>2002-19-03</u>	<u>PDF</u>	No	failure	09/20/02
<u>2002-20-51 E</u>	<u>PDF</u>	No	<u>Superseded by</u>	10/01/02

<u>2002-23-06</u>	<u>PDF</u>	No	<u>Superseded by</u>	11/19/02	
<u>2002-26-01</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/31/03	
			Non-TC Holder - Crane/Lear Romec AN- Type rotary fuel pumps		
<u>2003-14-03</u>	<u>PDF</u>	Yes	Crankshaft gear retaining bolts	08/14/03	n/a
<u>2004-05-24</u>	<u>PDF</u>	No	Prop Strike - crankshaft gear installation	03/30/04	n/a
<u>2004-10-14</u>	<u>PDF</u>	Yes		06/25/04	due at prop strike
<u>2005-26-10</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/31/06	
			Non-TC Holder - ECi connecting rods		
<u>2006-10-21</u>	<u>PDF</u>	No	Non-TC Holder - ECi cylinder assemblies	06/22/06	N/A
<u>2006-12-07</u>	<u>PDF</u>	No	Non-TC Holder - Superior Air Parts - Cylinder Assemblies	07/11/06	N/A
<u>2007-04-19 R1</u>	<u>PDF</u>	No		06/01/07	N/A
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	03/12/08	
<u>2008-08-14</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	04/29/08	
<u>2008-14-07</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	08/14/08	only applies to fuel injected
<u>2008-19-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	10/20/08	
			Non-TC Holder- Precision Airmotive RSA-5 & RSA-10 series fuel injection servos		
<u>2009-02-03</u>	<u>PDF</u>	Yes	Non-TC Holder - ECi cylinder assemblies; P/N AEL65102 Series	02/09/09	n/a
<u>2009-26-12</u>	<u>PDF</u>	Yes		02/04/10	n/a
<u>2011-15-10</u>	<u>PDF</u>	No	<u>Superseded by</u>	08/16/11	
<u>2011-26-04</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/25/12	

			Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns AV2541801, AV2541803	02/24/12	n/a
<u>2012-03-06</u>	<u>PDF</u>	No			
<u>2012-19-01</u>	<u>PDF</u>	No	Crankshafts	10/24/12	
			Externally mounted fuel injector fuel lines	11/03/15	not fuel injected
<u>2015-19-07</u>	<u>PDF</u>	Yes	Connecting rod small end bushings	08/16/17	n/a
<u>2017-16-11</u>	<u>PDF</u>	No			

The Following

			<i>Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies</i>	07/19/05	N/A by SN
<u>2005-12-06</u>	<u>PDF</u>	Yes			
			<i>Replacement: ECi connecting rods, P/N AEL11750</i>	06/22/06	N/A
<u>2006-10-21</u>	<u>PDF</u>	No			
			<i>Superior Air Parts Cylinder Assembly removal</i>	06/01/07	N/A
<u>2007-04-19</u>	<u>R1 PDF</u>	No			

ACCESSORIES

**Airworthiness Directives: Compliance Report -
Appliance**

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:
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AD 73-07-04	Amdt. 39-1731	Issued: 05/26/05	Effective: 10/11/73	Recurring: No	Hrs:
Subject: Bendix S4LN or S4RN, S6LN or S6RN and S8LN or S8RN Magnetos With Series Numbers -20 Through -26, -200 Through -206, -600 Through -604 And -1200 Through -1227 - Superseded by 94-01-03			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 99-05-09	Amdt. 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs:
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 2001-23-17	Amdt. 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs:
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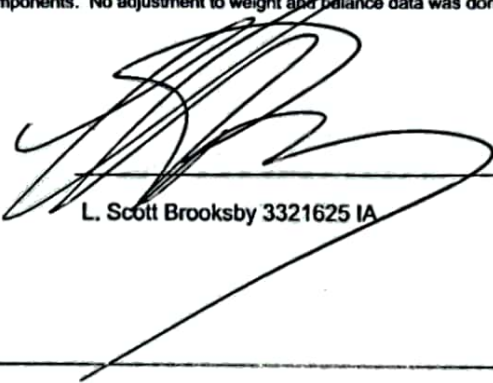
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00		Supersedes:	Due:n/a
Method:			SB#:
Terminated by: N/S BY SN			SB#:
Name:	Sig.	Cert.	Date:

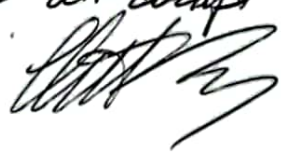
AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66				SB#:	
Name:	Sig.	Cert.	Date:		

AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 SB A1-69 Amdt - Flush & Clean Carburetor & Inspect Drain Plug Cavity		Supersedes:		Due:	
Method:				SB#:	
Terminated by: INSPECTED AND DRAINED				SB#:	
Name:	Sig.	Cert.	Date:		

AD 72-06-05 R2	Amdt. 39-5338	Issued: 05/25/05	Effective: 07/03/86	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SAFETY WIRED AS REQUIRED				SB#:	
Name:	Sig.	Cert.	Date:		

Reviewed by
L. Scott Brooksby 3321625 IA

09 June 2020		Airframe Log Entry		N7576P	
Hobbs:	0.00	Airframe TT:	2472.54	ELT Battery TT (sec):	58 sec
Tach:	2472.54	Engine TT:	1277.54	Engine TSMOH:	1277.54
		Prop TT:	2329.54	Prop TSMOH:	2329.54
Altimeter Due: (FAR 91.411)		Transponder Due: (FAR 91.413)		ELT Battery Due: Jun 22	
Removed Garmin 155XL, Narco 122 and KNS 80. Note the KNS 80 was never noted in the logs of the aircraft. Installed Garmin 430W by reference to installation manuals for Garmin 430W, Narco 122, KNS 80, Piper Altamatic IIIb and Comanche Service manuals as well as AC 43.13-1b. Also moved circuit breakers from under the instrument panel and installed in the front of the panel for easier identification and observation. Added 16 ga wire extensions for each CB. Replaced 10 ga wires to the avionics master switch. Conducted electrical load calculation. Weight of removed components was close to those of installed components. No adjustment to weight and balance data was done.  L. Scott Brooksby 3321625 IA					

10-21-20 Defueled aircraft removing 52 gallons of fuel. Disassembled Both fuel selectors. Found all good - applied fuel lines per Comanche 250 service manual. Rebuilt selectors + refueled aircraft + checked for leaks. Test flew aircraft to verify all working properly.  3321625-AP



**SPENCER
AVIONICS**

16911 103rd Avenue E, Suite 102
Puyallup, WA 98374
(253) 848-9349 or (800) 424-1160
CRS: 1RWR197C
avionics@spenceraircraft.com

WORK ORDER **200724-1**

Customer Scott Brooksby
N7576P LLC
2022 Taylor Cutoff Rd
Sequim, WA 98382
Phone : 702-274-6700
Email :

Shipping Address

AC Hours 2473.17
AC Mfg Piper
Model PA-24-250
Reg Num N7576P

Unit Desc :
Model :
P/N :
S/N :

Discrepancy: IFR Certification Requested, Install PMA6000B. Wire GNS430 GS to Autopilot.

Product Code	Description	as	Qty	Total
Labor	IFR Certification	105.00	3.0	\$315.00
Labor	PMA6000B Install	105.00	10.0	\$1050.00
050-604-0300	PMA6000B sn# B02362	995.00	1.0	\$995.00
Labor	Repair of AT150	105.00	2.0	\$210.00
Labor	Static System Repairs	105.00	8.0	\$840.00
Labor	GS Switch & Wiring- GNS430 to AP	105.00	8.0	\$840.00
Misc Parts	Misc Hardware & Wiring	184.17	1.0	\$184.17
SUBTOTAL				\$4434.17
WA Tax				\$438.98
TOTAL				\$4873.15

Work Performed: Started IFR Certification Testing. Found Altimeter out of tolerance. Removed Altimeter, Customer took Altimeter to Airtech and had it repaired and returned to service. Reinstalled Altimeter in aircraft. Found Transponder AT150 not working properly and in need of Mod#1 to meet requirements for IFR Certification. Repaired AT150 and added Mod#1 as needed. Next found Static System has severe Leaks. Repaired static system as needed to meet IFR requirements. Completed IFR Testing. Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR part 43, appendix F. The Altimeter system test and inspections required by FAR part 91.411 have been completed and meet the requirements of FAR part 43, appendix E, paragraph a, b, and c. The Altimeter system was tested to: 20,000 Feet. Replaced defective CP136 with new PMA6000B Audio Panel. Wired GNS430 Glideslope to AutoPilot system as requested.

The aircraft and/or component(s) identified above was/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 this work order number.

Signed [Signature] Date 8-3-2020 for FAA REPAIR STATION 1RWR197C

Removed CP136 and Installed PMA6000B in Aircraft. Installed in accordance with PMA6000B Installation Manual pn# 200-066-0200 rev6, dated Feb 2013 and FAR 43.13. insignificant Weight&Balance change or Electrical Load change. Inserted PMA6000B Operating Handbook in POH.

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 200724-1 in N7576P.

Spencer Avionics CRS 1RWR197C
16911 103th Ave E
Puyallup, WA 98374

Signed [Signature] Date 8/3/2020

The Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR part 43, appendix F. The Altimeter systems tests and inspections by FAR Part 91.411 have been completed and meet the requirements of FAR part 43, appendix E, paragraph a, b, and c. The Altimeter systems was tested to: 20,000 Ft in N7576P. Reference Work order: 200724-1

Spencer Avionics
16911 103rd Ave E.
Puyallup, WA 98374

FAA CRS 1RWR197C

Signed [Signature] Date 7/24/2020



**SPENCER
AVIONICS**

16911 103rd Avenue E, Suite 102
Puyallup, WA 98374
(253) 848-9349 or (800) 424-1160
CRS: 1RWR197C
avionics@spenceraircraft.com

WORK ORDER **200923-1**

Customer: N7576P LLC
2022 Taylor Cutoff Rd
Sequim, WA 98382
Phone :
Email :

Shipping Address

AC Hours
AC Mfg Piper
Model PA-24-250
Reg Num N7576P

Unit Desc :
Model :
P/N :
S/N :

Discrepancy: Integrated check after Customer replaced Encoder

Product Code	Description	Est	Qty	Total
Labor	Integrated check No charge	0.00	1.0	\$0.00
an960-716l	Bag of 50 Washers	3.50	1.0	\$3.50
SUBTOTAL				\$3.50
WA Tax				\$0.35
TOTAL				\$3.85

Work Performed: The Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR Part 43, appendix F. The ATC System Integration Test and Inspections required by FAR Part 91.411 have been completed and meet the requirements of FAR Part 43, appendix E, paragraph c.

The aircraft and/or component(s) identified above was/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 this work order number.

Signed [Signature] Date 9-23-2020 for FAA REPAIR STATION 1RWR197C

The Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR Part 43, appendix F.
The ATC System Integration Test and Inspections required by FAR Part 91.411 have been completed and meet the requirements of FAR Part 43, appendix E, paragraph c.
Reference Work order: 200923-1 for N7576P.

Spencer Avionics
16911 103rd Ave E.
Puyallup, WA 98374

FAA CRS 1RWR197C

Date 9-23-20 Signed [Signature]

29 May 2021		Airframe Log Entry		N7576P	
Hobbs:	52.00	Airframe TT:	2513.55	ELT Battery TT (sec):	58 sec
Tach:	2513.55	Engine TT:	1318.55	Engine TSMOH:	1318.55
		Prop TT:	2370.55	Prop TSMOH:	0.00
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:00	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Jun 22

Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Checked elt. Replaced 40 amp circuit breaker with 50 amp per service manual.

AD 68-13-03 fuel-cell collapse c/w by inspection

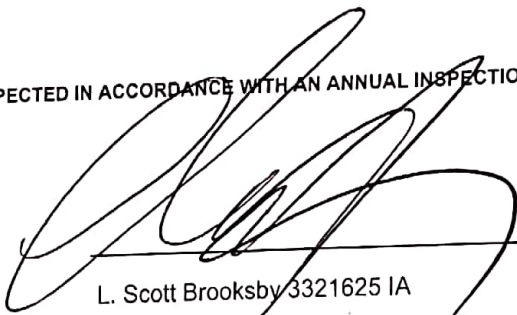
AD 75-12-06 fin forward spar c/w by inspection

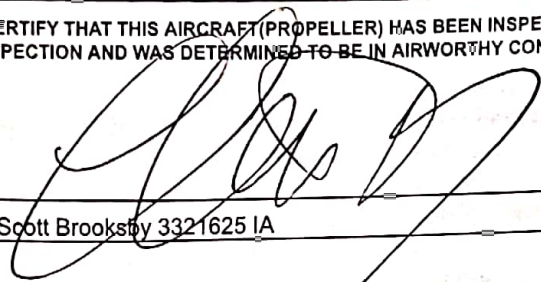
AD 77-13-21 replaced bungee cords next due in 3 years, compliance with SL 782B next due at 2962.54

AD 94-13-10 stabilator torque tubes complied with by inspection

AD 97-01-01 main gear side brace studs inspected 8-14-16 tach 2408.31 next due 3408.31

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.


L. Scott Brooksby 3321625 IA

29 May 2021		Propeller Log Entry		N7576P	
Hobbs:	52.00	Airframe TT:	2513.55	ELT Battery TT (sec):	58 sec
Tach:	2513.55	Engine TT:	1318.55	Engine TSMOH:	1318.55
		Prop TT:	2370.55	Prop TSMOH:	0.00
Altitude Due: (FAR 91.411)	8/31/2023 0:00:0	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Jun 22
Propeller inspected in accordance with FAR 43 Appendix D and Piper Comanche 250 Service Manual .					
Complied with AD 97-18-02 R1 by overhaul by Western Propellers Installed this date. Replaced blades A39945 and A41032 with blades B58073 and B29349. Next due 5-31-2026 or PROP TSMOH OF 500 hrs.					
I CERTIFY THAT THIS AIRCRAFT (PROPELLER) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
					
L. Scott Brooks 3321625 IA					

AD Number	PDF	Rec	Subject	Effective	compliance
<u>59-06-05</u>	<u>PDF</u>	No	Nose gear bungee	06/01/59	n/a by sn
<u>59-12-09</u>	<u>PDF</u>	No	Control wheel sprocket stud	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	Aileron balance weight	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Fuel cell vent tubes	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	Fuel vent tubes	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Fuel selector valve handles	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Exhaust stack reinforcement	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Aileron counterweight bay rework	04/26/62	n/a by sn new muffler part 24506-00 installed 1-3-65
<u>62-26-05</u>	<u>PDF</u>	No	Exhaust system	12/05/62	chanced 25 amp cb to 30 amp
<u>63-27-03</u>	<u>PDF</u>	No	Landing gear retraction motor circuit	01/23/64	amp
<u>64-10-04</u>	<u>PDF</u>	No	Carburetor air box deflector vanes	05/12/64	removed vanes 9-1-66 kit 754-475 installed 10/22/1962
<u>64-22-03</u>	<u>PDF</u>	No	Landing gear safety switch	09/28/64	10/22/1962
<u>65-11-04</u>	<u>PDF</u>	No	Stabilator control system	05/15/65	n/a by sn kit 756-911 installed 8-6-65 terminated recurring status
<u>65-25-03</u>	<u>PDF</u>	no	Nose landing gear drag link clevis	12/10/65	kit 756-775 installed
<u>68-05-01</u>	<u>PDF</u>	no	Exhaust mufflers	03/05/69	installed
<u>68-13-03</u>	<u>PDF</u>	Yes	Fuel cell collapse	03/05/69	installed piper kit 760277 5-20-69 marked on airspeed indicator 4-15-75
<u>72-22-05</u>	<u>PDF</u>	No	Operation limitation placard	12/26/74	4-15-75
<u>74-10-03 R</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/01/74	
<u>74-13-01</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/18/74	4-15-75
<u>74-13-03</u>	<u>PDF</u>	no	Stabilator attach bolts	04/30/76	New attach bolts installed 3-21-2020

2-15-73
complied with
SB 362A
rudder balance
wt kit

<u>75-05-02</u>	<u>PDF</u>	Yes	Engine oil - Beryl Aviation filterator assembly - STC SA2653WE	02/21/75	n/a	
<u>75-12-06</u>	<u>PDF</u>	Yes	Fin forward spar	06/05/75		
<u>75-27-08</u>	<u>PDF</u>	No	Torque tube bearing fittings	06/03/76	pcw 6-3-77	
<u>76-19-07</u>	<u>PDF</u>	No	Stabilator weight assy	09/29/76	not installed kit 760-914 installed 7-8-77 terminates recurring per para (b) kit 761-082 installed December 22nd 1977, tach 1317. bungees replaced 3-21-2020 or 2962.54	
<u>77-08-01</u>	<u>PDF</u>	no	Aileron spar cracks	04/18/77		
<u>77-13-21</u>	<u>PDF</u>	Yes	Prevent landing gear collapse	12/16/77		
<u>79-20-10</u>	<u>PDF</u>	NO	Incorporation of Piper Kit 763893	10/04/79	PCW 1-27-81 SB 411A	piper SL 751 12-19-75 SL 782 by installing kit 761-082 12-22-77
<u>82-23-01 R1</u>	<u>PDF</u>	No	Placard near flap actuator	04/07/83	n/a robertson stc	
<u>83-19-03</u>	<u>PDF</u>	No	Lower spar cap inspection	09/30/83	10-1-82	
<u>85-02-05 R1</u>	<u>PDF</u>	No	Brake operation placard P/N 81090-02	11/21/97	pcw	
<u>94-13-10</u>	<u>PDF</u>	yes	Stabilator torque tube Superseded by 97-01-01 (97-01-01 C1, 97-01-01 R1)	08/12/94		
<u>95-20-07 C1</u>	<u>PDF</u>	Yes	Cracks - main gear sidebrace studs	11/17/95	inspected 8-14-16 tach 2408.31 next due 3408.31	
<u>97-01-01 R1</u>	<u>PDF</u>	Yes	Facet Purolator induction air filters	12/08/98		
<u>99-05-09</u>	<u>PDF</u>	No		03/19/99		

<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly POH/AFM change - fuel system management placard	10/22/12	installed Australian horn 3-21-2020 terminates a.d.
<u>2015-24-05</u>	<u>PDF</u>	No	GNS 430 Circuitry changes - deviation & flag outputs	01/12/16	N/A
<u>2001-23-17</u>	<u>PDF</u>	No		12/28/01	n/a
ENGINE					
AD Number	<u>PDF</u>	Rec	Subject	Effective	
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft	07/06/63	replaced with new style
			Oil filter adapter gasket	08/27/66	n/a
<u>66-20-04</u>	<u>PDF</u>	No		01/13/77	done at overhaul
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins		
			Oil pump failure	08/18/77	N/A BY SN
<u>75-08-09</u>	<u>PDF</u>	No	Fuel starvation	04/30/75	n/a
<u>75-09-15</u>	<u>PDF</u>	No	Center body bellows seal assembly	11/07/78	n/a
<u>78-23-10</u>	<u>PDF</u>	No	Regulator diaphragm stem assembly	09/26/79	n/a
<u>79-04-05</u>	<u>PDF</u>	No	Mixture control shaft assembly	02/11/81	n/a
<u>81-03-05</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/07/82	
<u>81-18-04 R2</u>	<u>PDF</u>	No	Superseded by 2004-10-14 (2004-10-14 C1)	08/19/91	
<u>91-14-22</u>	<u>PDF</u>	Yes	Piston pins	07/10/92	n/a
<u>92-12-05</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/14/93	
<u>93-02-05</u>	<u>PDF</u>	Yes	Connecting rod bolt failure	04/12/95	n/a
<u>95-07-01</u>	<u>PDF</u>	No	Iron and aluminum impellers in oil pumps	07/15/96	due at 2000 SMOH
<u>96-09-10</u>	<u>PDF</u>	No	High pressure fuel pumps	12/17/96	n/a

<u>97-01-03</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/21/97
<u>97-15-11</u>	<u>PDF</u>	No	Defective piston pins	08/12/97 n/a
<u>98-17-11</u>	<u>PDF</u>	No	Crankshafts serviced by Nelson	10/19/98 n/a
<u>98-17-11 C1</u>	<u>PDF</u>	No	Balancing	10/19/98 n/a
<u>98-18-12</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	09/28/98
<u>2002-19-03</u>	<u>PDF</u>	No	Crankshaft failure	09/20/02 n/a
<u>2002-20-51 E</u>	<u>PDF</u>	No	<u>Superseded by</u>	10/01/02
<u>2002-23-06</u>	<u>PDF</u>	No	<u>Superseded by</u>	11/19/02
<u>2002-26-01</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/31/03
<u>2003-14-03</u>	<u>PDF</u>	Yes	Non-TC Holder - Crane/Lear Romec AN-Type rotary fuel pumps	08/14/03 n/a
<u>2004-05-24</u>	<u>PDF</u>	No	Crankshaft gear retaining bolts	03/30/04 n/a
<u>2004-10-14</u>	<u>PDF</u>	Yes	Prop Strike - crankshaft gear	06/25/04 due at prop strike
<u>2005-26-10</u>	<u>PDF</u>	No	installation <u>Superseded by</u>	01/31/06
<u>2006-10-21</u>	<u>PDF</u>	No	Non-TC Holder - ECi connecting rods	06/22/06 N/A
<u>2006-12-07</u>	<u>PDF</u>	No	Non-TC Holder - ECi cylinder assemblies	07/11/06 N/A
<u>2007-04-19 R1</u>	<u>PDF</u>	No	Non-TC Holder - Superior Air Parts - Cylinder Assemblies	06/01/07 N/A
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	03/12/08
<u>2008-08-14</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	04/29/08
<u>2008-14-07</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	08/14/08 only applies to fuel injected
<u>2008-19-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	10/20/08

<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly POH/AFM change - fuel system management placard	installed Australian horn 3-21-2020 terminates a.d. 10/22/12
<u>2015-24-05</u>	<u>PDF</u>	No		01/12/16 N/A
<u>2001-23-17</u>	<u>PDF</u>	No	GNS 430 Circuitry changes - deviation & flag outputs	12/28/01 n/a
ENGINE AD Number	PDF	Rec	Subject	Effective
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft Oil filter adapter gasket	07/06/63 replaced with new style
<u>66-20-04</u>	<u>PDF</u>	No		08/27/66 n/a
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins Oil pump failure	01/13/77 done at overhaul
<u>75-08-09</u>	<u>PDF</u>	No		08/18/77 N/A BY SN
<u>75-09-15</u>	<u>PDF</u>	No	Fuel starvation Center body bellows seal assembly	04/30/75 n/a
<u>78-23-10</u>	<u>PDF</u>	No	Regulator diaphragm stem assembly	11/07/78 n/a
<u>79-04-05</u>	<u>PDF</u>	No	Mixture control shaft assembly	09/26/79 n/a
<u>81-03-05</u>	<u>PDF</u>	No		02/11/81 n/a
<u>81-18-04 R2</u>	<u>PDF</u>	No	<u>Superseded by</u> Superseded by 2004-10-14 (2004-10-14 C1)	06/07/82
<u>91-14-22</u>	<u>PDF</u>	Yes		08/19/91
<u>92-12-05</u>	<u>PDF</u>	No	Piston pins	07/10/92 n/a
<u>93-02-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u> Connecting rod bolt failure	06/14/93
<u>95-07-01</u>	<u>PDF</u>	No	Iron and aluminum impellers in oil pumps	04/12/95 n/a
<u>96-09-10</u>	<u>PDF</u>	No	High pressure fuel pumps	07/15/96 due at 2000 SMOH
<u>96-23-03</u>	<u>PDF</u>	No		12/17/96 n/a

<u>2009-02-03</u> PDF	Yes	Non-TC Holder-Precision Airmotive RSA-5 & RSA-10 series fuel injection servos	02/09/09 n/a
<u>2009-26-12</u> PDF	Yes	Non-TC Holder - ECI cylinder assemblies; P/N AEL65102 Series	02/04/10 n/a
<u>2011-15-10</u> PDF	No	<u>Superseded by</u>	08/16/11
<u>2011-26-04</u> PDF	Yes	<u>Superseded by</u>	01/25/12
<u>2012-03-06</u> PDF	No	Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns AV2541801, AV2541803	02/24/12 n/a
<u>2012-19-01</u> PDF	No	Crankshafts	10/24/12
<u>2015-19-07</u> PDF	Yes	Externally mounted fuel injector fuel lines	11/03/15 not fuel injected
<u>2017-16-11</u> PDF	No	Connecting rod small end bushings	08/16/17 n/a

The Following

<u>2005-12-06</u> PDF	Yes	Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies	07/19/05 N/A by SN
<u>2006-10-21</u> PDF	No	Replacement: ECI connecting rods, P/N AEL11750 Superior Air Parts Cylinder Assembly	06/22/06 N/A
<u>2007-04-19 R1</u> PDF propeller	No	removal	06/01/07 N/A

Manufacturer: Hartzell Propeller TC No.: P24EA
Airworthiness Directives for Model: HC-A2VK-1

Rec (Yes): Indicates a Recurring AD. #4090 Number of ADs: 6

AD Number	PDF	Rec	Subject	Effective	
<u>85-14-10 R2</u>	<u>PDF</u>	Yes	Blade clamp	09/25/86	pcw 03-04-2016
<u>97-18-02</u>	<u>PDF</u>	Yes	Revised by 97-18-02 R1 (97-18-02 R1 C1)	09/11/97	complied with 05/29/21
<u>97-18-02 R1</u>	<u>PDF</u>	Yes	Blade shank and clamp cranks	07/31/03	complied with 05/29/21
<u>2003-13-17</u>	<u>PDF</u>	No	Props serviced by T & W Propellers	07/18/03	n/a
<u>2005-14-11</u>	<u>PDF</u>	No	Blades serviced by Southern Calif. Prop. Service	08/17/05	n/a
<u>2006-24-07</u>	<u>PDF</u>	No	Props serviced by Oxford Aviation Services Ltd.	01/03/07	n/a

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:
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AD 73-07-04	Amdt. 39-1731	Issued: 05/26/05	Effective: 10/11/73	Recurring: No	Hrs: Due: n/a
Subject: Bendix S4LN or S4RN, S6LN or S6RN and S8LN or S8RN Magnetos With Series Numbers -20 Through -26, -200 Through -206, -600 Through -604 And -1200 Through -1227 - Superseded by 94-01-03			Supersedes:		SB#:
Method:					SB#:
Terminated by:					Date:
Name:		Sig.	Cert.		

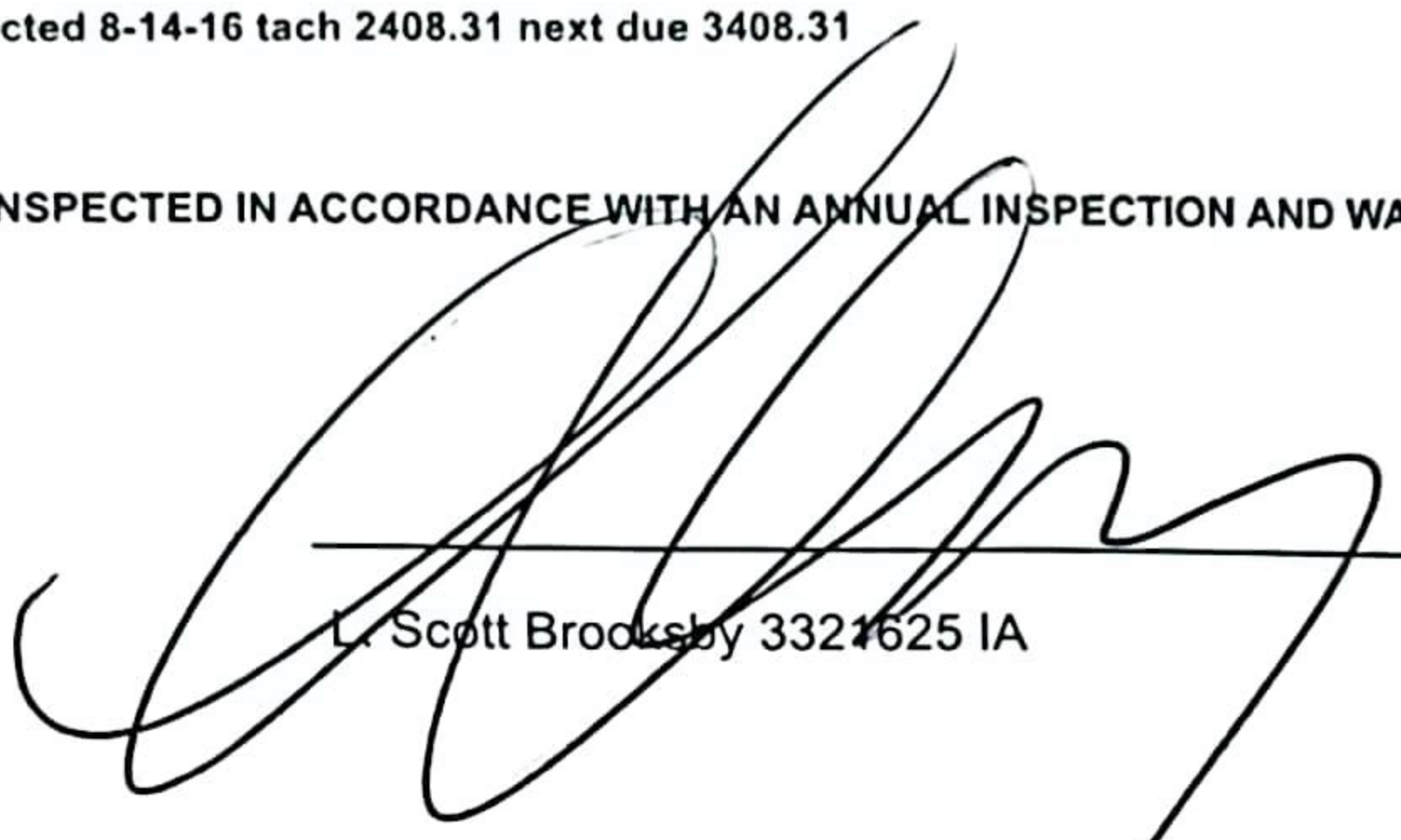
AD 99-05-09	Amdt. 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs: Due: n/a
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		SB#:
Method:					SB#:
Terminated by:					Date:
Name:		Sig.	Cert.		

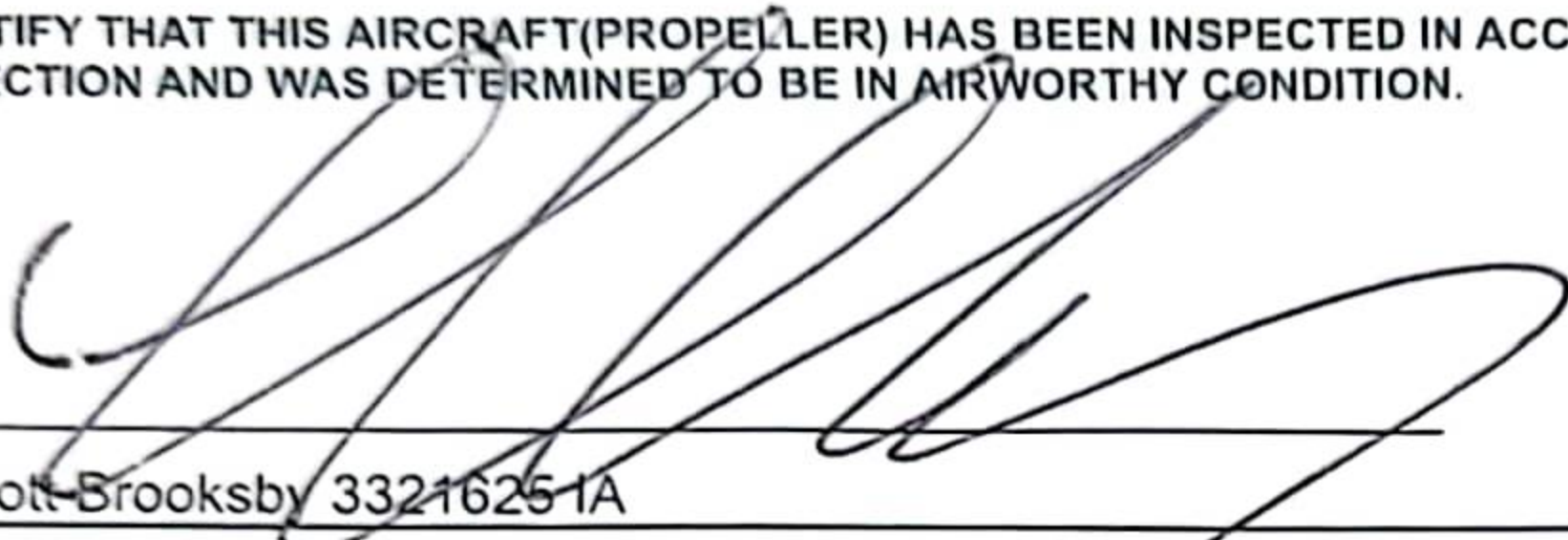
AD 2001-23-17	Amdt. 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs: Due: n/a
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00			Supersedes:		SB#:
Method:					SB#:
Terminated by: N/S BY SN					Date:
Name:		Sig.	Cert.		

AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs: Due:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		SB#:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					Date:
Name:		Sig.	Cert.		

AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs: Due:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 SB A1-69 Amdt - Flush & Clean Carburetor & Inspect Drain Plug Cavity			Supersedes:		SB#:
Method:					SB#:
Terminated by: INSPECTED AND DRAINED					Date:
Name:		Sig.	Cert.		

AD 72-06-05 R2	Amdt. 39-5338	Issued: 05/25/05	Effective: 07/03/86	Recurring: No	Hrs:
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23 August 2022		Airframe Log Entry		N7576P	
Hobbs	56.40	Airframe TT:	2516.45	ELT Battery TT (sec):	58 sec
Tach	2516.45	Engine TT:	1321.45	Engine TSMOH:	1321.45
		Prop TT:	2373.45	Prop TSMOH:	2.90
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:0	Transponder Due: (FAR 91.413)	8/31/2022 0:00:0	ELT Battery Due:	Oct 24
Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Replaced ELT Battery date 10-2024 part number BP-1010. Replaced instrument panel with .125 aluminum for better layout. Installed Uavionix AV-30. per STC SA00410BO. Re-installed overhauled engine. Re-installed propeller. Repaired fiberglass on left wing tip trailing edge transition. Replaced Bungees part number 8097. Replaced Tach Cable with Part# 10-16600-R. AD 68-13-03 fuel-cell collapse c/w by inspection AD 75-12-06 fin forward spar c/w by inspection AD 77-13-21 replaced bungee cords p/n 8097 next due in 3 years, compliance with SL 782B next due at 2962.54 AD 94-13-10 stabilator torque tubes complied with by inspection AD 97-01-01 main gear side brace studs inspected 8-14-16 tach 2408.31 next due 3408.31 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  _____ L. Scott Brooksby 3324625 IA					

23 August 2022		Propeller Log Entry		N7576P	
Hobbs	56.40	Airframe TT	2516.45	ELT Battery TT (sec):	58 sec
Tach	2516.45	Engine TT	1321.45	Engine TSMOH:	1321.45
		Prop TT:	2373.45	Prop TSMOH:	2.90
Altimeter Due: (FAR 91.411)	8/31/2023 0:00:00	Transponder Due: (FAR 91.413)	8/31/2022 0:00:00	ELT Battery Due:	Oct 24
Propeller reinstalled with O ring part number C-3317-329 and Hartzell phenolic spacer in accordance with FAR 43 Appendix D and Piper Comanche 250 Service Manual .					
Complied with AD 97-18-02 R1 by overhaul by Western Propellers, Next due 5-31-2026 or PROP TSMOH OF 500 hrs.					
I CERTIFY THAT THIS AIRCRAFT(PROPELLER) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. 					
L. Scott Brooksby 3321625-1A					

AD Number	PDF	Rec	Subject	Effective	compliance
<u>59-06-05</u>	<u>PDF</u>	No	Nose gear bungee	06/01/59	n/a by sn
<u>59-12-09</u>	<u>PDF</u>	No	Control wheel sprocket stud	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	Aileron balance weight	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Fuel cell vent tubes	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	Fuel vent tubes	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Fuel selector valve handles	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Exhaust stack reinforcement	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Aileron counterweight bay rework	04/26/62	n/a by sn
<u>62-26-05</u>	<u>PDF</u>	No	Exhaust system	12/05/62	new muffler part 24506-00 installed 1-3-65
<u>63-27-03</u>	<u>PDF</u>	No	Landing gear retraction motor circuit	01/23/64	chanced 25 amp cb to 30 amp
<u>64-10-04</u>	<u>PDF</u>	No	Carburetor air box deflector vanes	05/12/64	removed vanes 9-1-66
<u>64-22-03</u>	<u>PDF</u>	No	Landing gear safety switch	09/28/64	kit 754-475 installed 10/22/1962
<u>65-11-04</u>	<u>PDF</u>	No	Stabilator control system	05/15/65	n/a by sn
<u>65-25-03</u>	<u>PDF</u>	no	Nose landing gear drag link clevis	12/10/65	kit 756-911 installed 8-6-65 terminated recurring status
<u>68-05-01</u>	<u>PDF</u>	no	Exhaust mufflers	03/05/69	kit 756-775 installed
<u>68-13-03</u>	<u>PDF</u>	Yes	Fuel cell collapse	03/05/69	installed piper kit 760277 5-20-69
<u>72-22-05</u>	<u>PDF</u>	No	Operation limitation placard	12/26/74	marked on airspeed indicator 4-15-75
<u>74-10-03 R</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/01/74	
<u>74-13-01</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/18/74	4-15-75
<u>74-13-03</u>	<u>PDF</u>	no	Stabilator attach bolts	04/30/76	New attach bolts installed 3-21-2020
<u>75-05-02</u>	<u>PDF</u>	Yes	Engine oil - Beryl Aviation filtrator assembly - STC SA2653WE	02/21/75	n/a

2-15-73
 complied with
 SB 362A rudder
 balance wt kit

<u>75-12-06</u>	<u>PDF</u>	Yes	Fin forward spar	06/05/75		
<u>75-27-08</u>	<u>PDF</u>	No	Torque tube bearing fittings	06/03/76	pcw 6-3-77	
<u>76-19-07</u>	<u>PDF</u>	No	Stabilator weight assy	09/29/76	not installed kit 760-914 installed 7-8-77 terminates recurring per para (b) kit 761-082 installed December 22nd 1977 , tach 1317. bungees replaced 3-21-2020 or	
<u>77-08-01</u>	<u>PDF</u>	no	Alleron spar cracks	04/18/77	2962.54	
<u>77-13-21</u>	<u>PDF</u>	Yes	Prevent landing gear collapse	12/16/77		
<u>79-20-10</u>	<u>PDF</u>	NO	Incorporation of Piper Kit 763893	10/04/79	PCW 1-27-81 SB 411A	piiper SL 751 12-19-75 SL 782 by installing kit 761-082 12-22-77
<u>82-23-01 R1</u>	<u>PDF</u>	No	Placard near flap actuator	04/07/83	n/a robertson stc	
<u>83-19-03</u>	<u>PDF</u>	No	Lower spar cap inspection	09/30/83	10-1-82	
<u>85-02-05 R1</u>	<u>PDF</u>	No	Brake operation placard P/N 81090-02	11/21/97	pcw	
<u>94-13-10</u>	<u>PDF</u>	yes	Stabilator torque tube	08/12/94		
<u>95-20-07 C1</u>	<u>PDF</u>	Yes	Superseded by 97-01-01 (97-01-01 C1, 97-01-01 R1)	11/17/95		
<u>97-01-01 R1</u>	<u>PDF</u>	Yes	Cracks - main gear sidebrace studs	12/08/98	inspected 8-14-16 tach 2408.31 next due 3408.31	
<u>99-05-09</u>	<u>PDF</u>	No	Facet Purolator induction air filters	03/19/99		
<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly	10/22/12	installed Australian horn 3-21-2020 terminates a.d.	
<u>2015-24-05</u>	<u>PDF</u>	No	POH/AFM change - fuel system management placard	01/12/16	N/A	

<u>2001-23-17</u>	<u>PDF</u>	No	GNS 430 Circuitry changes - deviation & flag outputs	12/28/01	n/a
ENGINE					
AD Number	PDF	Rec	Subject	Effective	
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft Oil filter adapter gasket	07/06/63	replaced with new style
<u>66-20-04</u>	<u>PDF</u>	No		08/27/66	n/a
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins Oil pump failure	01/13/77	done at overhaul
<u>75-08-09</u>	<u>PDF</u>	No	Fuel starvation	08/18/77	N/A BY SN
<u>75-09-15</u>	<u>PDF</u>	No	Center body bellows seal assembly	04/30/75	n/a
<u>78-23-10</u>	<u>PDF</u>	No	Regulator diaphragm stem	11/07/78	n/a
<u>79-04-05</u>	<u>PDF</u>	No	assembly Mixture control shaft assembly	09/26/79	n/a
<u>81-03-05</u>	<u>PDF</u>	No		02/11/81	n/a
<u>81-18-04 R2</u>	<u>PDF</u>	No	<u>Superseded by</u> <u>Superseded</u> <u>by 2004-10-14</u> <u>(2004-10-14</u> <u>C1)</u>	06/07/82	
<u>91-14-22</u>	<u>PDF</u>	Yes		08/19/91	
<u>92-12-05</u>	<u>PDF</u>	No	Piston pins	07/10/92	n/a
<u>93-02-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u> Connecting rod bolt failure	06/14/93	
<u>95-07-01</u>	<u>PDF</u>	No	Iron and aluminum impellers in oil pumps	04/12/95	n/a
<u>96-09-10</u>	<u>PDF</u>	No	High pressure fuel pumps	07/15/96	due at 2000 SMOH
<u>96-23-03</u>	<u>PDF</u>	No		12/17/96	n/a
<u>97-01-03</u>	<u>PDF</u>	No	<u>Superseded by</u> Defective piston pins	01/21/97	
<u>97-15-11</u>	<u>PDF</u>	No	Crankshafts serviced by Nelson	08/12/97	n/a
<u>98-17-11</u>	<u>PDF</u>	No	Balancing Crankshafts serviced by Nelson	10/19/98	n/a
<u>98-17-11 C1</u>	<u>PDF</u>	No	Balancing	10/19/98	n/a
<u>98-18-12</u>	<u>PDF</u>	Yes	<u>Superseded by</u> Crankshaft failure	09/28/98	
<u>2002-19-03</u>	<u>PDF</u>	No		09/20/02	n/a
<u>2002-20-51 E</u>	<u>PDF</u>	No	<u>Superseded by</u>	10/01/02	

2002-23-06	PDF	No	Superseded by	11/19/02
2002-26-01	PDF	Yes	Superseded by	01/31/03
			Non-TC	
			Holder -	
			Crane/Lear	
			Romec AN-	
			Type rotary	
<u>2003-14-03</u>	<u>PDF</u>	Yes	fuel pumps	08/14/03 n/a
			Crankshaft	
			gear retaining	
<u>2004-05-24</u>	<u>PDF</u>	No	bolts	03/30/04 n/a
			Prop Strike -	
			crankshaft	
			gear	
<u>2004-10-14</u>	<u>PDF</u>	Yes	installation	06/25/04 due at prop
<u>2005-26-10</u>	<u>PDF</u>	No	Superseded by	01/31/06 strike
			Non-TC	
			Holder - ECi	
			connecting	
<u>2006-10-21</u>	<u>PDF</u>	No	rods	06/22/06 N/A
			Non-TC	
			Holder - ECi	
			cylinder	
<u>2006-12-07</u>	<u>PDF</u>	No	assemblies	07/11/06 N/A
			Non-TC	
			Holder -	
			Superior Air	
			Parts -	
			Cylinder	
<u>2007-04-19 R1</u>	<u>PDF</u>	No	Assemblies	06/01/07 N/A
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	Superseded by	03/12/08
<u>2008-08-14</u>	<u>PDF</u>	Yes	Superseded by	04/29/08
<u>2008-14-07</u>	<u>PDF</u>	Yes	Superseded by	08/14/08 only applies to
<u>2008-19-05</u>	<u>PDF</u>	Yes	Superseded by	10/20/08 fuel injected
			Non-TC	
			Holder-	
			Precision	
			Airmotive	
			RSA-5 &	
			RSA-10 series	
			fuel injection	
<u>2009-02-03</u>	<u>PDF</u>	Yes	servos	02/09/09 n/a
			Non-TC	
			Holder - ECi	
			cylinder	
			assemblies;	
			P/N	
			AEL65102	
<u>2009-26-12</u>	<u>PDF</u>	Yes	Series	02/04/10 n/a
<u>2011-15-10</u>	<u>PDF</u>	No	Superseded by	08/16/11
<u>2011-26-04</u>	<u>PDF</u>	Yes	Superseded by	01/25/12

<u>2012-03-06</u> <u>PDF</u>	No	Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns	
<u>2012-19-01</u> <u>PDF</u>	No	AV2541801, AV2541803 Crankshafts	02/24/12 n/a 10/24/12
<u>2015-19-07</u> <u>PDF</u>	Yes	Externally mounted fuel injector fuel lines	11/03/15 not fuel injected
<u>2017-16-11</u> <u>PDF</u>	No	Connecting rod small end bushings	08/16/17 n/a

The Following

<u>2005-12-06</u> <u>PDF</u>	Yes	Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies	07/19/05 N/A by SN
<u>2006-10-21</u> <u>PDF</u>	No	Replacement: ECi connecting rods, P/N AEL11750	06/22/06 N/A
<u>2007-04-19</u> <u>RI</u> <u>PDF</u>	No	Superior Air Parts Cylinder Assembly removal	06/01/07 N/A

propeller

Manufacturer: Hartzell Propeller TC No.: P24EA

Airworthiness Directives for Model: HC-A2VK-1

Rec (Yes); Indicates a Recurring AD. #4090 Number of ADs: 6

AD Number	PDF	Rec	Subject	Effective
<u>85-14-10</u> <u>R2</u>	<u>PDF</u>	Yes	Blade clamp	09/25/86 pcw 03-04-2016
<u>97-18-02</u>	<u>PDF</u>	Yes	Revised by 97-18-02 R1 (97-18-02 R1 C1)	09/11/97 complied with 05/29/21
<u>97-18-02</u> <u>R1</u>	<u>PDF</u>	Yes	Blade shank and clamp cracks	07/31/03 complied with 05/29/21
<u>2003-13-17</u>	<u>PDF</u>	No	Props serviced by T & W Propellers	07/18/03 n/a
<u>2005-14-11</u>	<u>PDF</u>	No	Blades serviced by Southern Calif. Prop. Service	08/17/05 n/a
<u>2006-24-07</u>	<u>PDF</u>	No	Props serviced by Oxford Aviation Services Ltd.	01/03/07 n/a

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:
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AD 73-07-04	Amdt. 39-1731	Issued: 05/26/05	Effective: 10/11/73	Recurring: No	Hrs:
Subject: Bendix S4LN or S4RN, S6LN or S6RN and S8LN or S8RN Magnetos With Series Numbers -20 Through -26, -200 Through -206, -600 Through -604 And -1200 Through -1227 - Superseded by 94-01-03			Supersedes:		Due:n/a

Method			SB#
Terminated by			SB#
Name	Sig	Cert	Date

AD 99-05-09	Amdt 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs:
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		Due n/a
Method					SB#
Terminated by					SB#
Name	Sig	Cert	Date		

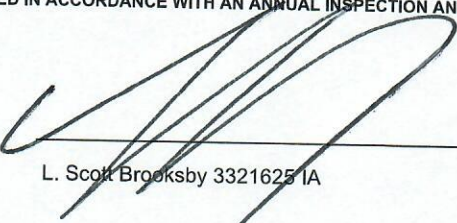
AD 2001-23-17	Amdt 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs:
Subject: GARMIN Int'l GNS 430 Units - Deviation And Flag Outputs, Part Number 011-00280-00			Supersedes:		Due n/a
Method					SB#
Terminated by: N/S BY SN					SB#
Name	Sig	Cert	Date		

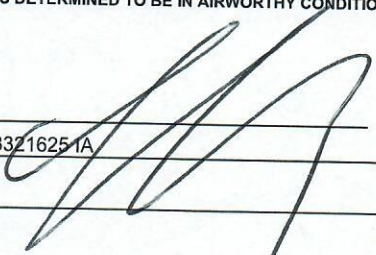
AD 63-22-03	Amdt 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		Due:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					SB#:
Name	Sig	Cert	Date		

AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 SB A1-69 Amdt - Flush & Clean Carburetor & Inspect Drain Plug Cavity			Supersedes:		Due:
Method:					SB#:
Terminated by: INSPECTED AND DRAINED					SB#:
Name	Sig	Cert	Date		

AD 72-06-05 R2	Amdt. 39-5338	Issued: 05/25/05	Effective: 07/03/86	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation			Supersedes:		Due:
Method:					SB#:
Terminated by: SAFETY WIRED AS REQUIRED					SB#:
Name	Sig	Cert	Date		

Reviewed by
L. Scott Brooksby 33216281A

27 May 2023		Airframe Log Entry		N7576P	
Hobbs:	63.90	Airframe TT:	2521.07	ELT Battery TT (sec):	58 sec
Tach:	2521.07	Engine TT:	1326.07	Engine TSMOH:	7.52
		Prop TT:	2378.07	Prop TSMOH:	7.52
Altitude Due: (FAR 91.411)	10/31/2024 0:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00	ELT Battery Due:	Aug 24
Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Checked elt. Serviced brakes. Checked left and right ip tank sending units. Ran new wire from switch to right tip tank sending unit. Installed switches to select tip vs main fuel tank to gauge for each side. Removed leaking section of fuel line on left and replacing fuel line on right. Verified proper fuel flow from tank. AD 68-13-03 fuel-cell collapse c/w by inspection AD 75-12-06 fin forward spar c/w by inspection AD 77-13-21 bungee cords next due in 2 years, compliance with SL 782B next due at 2962.54 AD 94-13-10 stabilator torque tubes complied with by inspection AD 97-01-01 main gear side brace studs inspected 8-14-16 tach 2408.31 next due 3408.31					
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  L. Scott Brooksby 3321625 IA					

27 May 2023		Propeller Log Entry		N7576P	
Hobbs:	63.90	Airframe TT:	2521.07	ELT Battery TT (sec):	58 sec
Tach:	2521.07	Engine TT:	1326.07	Engine TSMOH:	7.52
		Prop TT:	2378.07	Prop TSMOH:	7.52
Altimeter Due: (FAR 91.411)	10/31/2024 0:00:	Transponder Due: (FAR 91.413)	10/31/2024 0:00:00	ELT Battery Due:	Aug 24
Propeller inspected in accordance with FAR 43 Appendix D and Piper Comanche 250 Service Manual .					
AD 97-18-02 R1 Next due 5-31-2026 or PROP TSMOH OF 500 hrs.					
I CERTIFY THAT THIS AIRCRAFT(PROPELLER) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
					
L. Scott Brooksby 33216251A					

AD Number	PDF	Rec	Subject	Effective	compliance
<u>59-06-05</u>	<u>PDF</u>	No	Nose gear bungee Control wheel	06/01/59	n/a by sn
<u>59-12-09</u>	<u>PDF</u>	No	sprocket stud Aileron balance	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	weight Fuel cell vent tubes	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Fuel vent tubes	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	Fuel selector valve handles	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Exhaust stack reinforcemen t	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Aileron counterweigh t bay rework	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Exhaust system	04/26/62	n/a by sn new muffler part 24506-00 installed 1-3-65
<u>62-26-05</u>	<u>PDF</u>	No	Landing gear retraction motor circuit	12/05/62	chanced 25 amp cb to 30 amp
<u>63-27-03</u>	<u>PDF</u>	No	Carburetor air box deflector vaness	01/23/64	removed vanes 9-1-66 kit 754-475 installed 10/22/1962
<u>64-10-04</u>	<u>PDF</u>	No	Landing gear safety switch	05/12/64	removed vanes 9-1-66 kit 754-475 installed 10/22/1962
<u>64-22-03</u>	<u>PDF</u>	No	Stabilator control system	09/28/64	n/a by sn kit 756-911 installed 8-6-65 terminated recurring status
<u>65-11-04</u>	<u>PDF</u>	No	Nose landing gear drag link clevis	05/15/65	terminated recurring status
<u>65-25-03</u>	<u>PDF</u>	no	Exhaust mufflers	12/10/65	kit 756-775 installed
<u>68-05-01</u>	<u>PDF</u>	no		03/05/69	installed piper kit 760277 5-20-69 marked on airspeed indicator 4-15-75
<u>68-13-03</u>	<u>PDF</u>	Yes	Fuel cell collapse	03/05/69	installed piper kit 760277 5-20-69 marked on airspeed indicator 4-15-75
<u>72-22-05</u>	<u>PDF</u>	No	Operation limitation placard	12/26/74	4-15-75
<u>74-10-03 R</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/01/74	
<u>74-13-01</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/18/74	
<u>74-13-03</u>	<u>PDF</u>	no	Stabilator attach bolts	04/30/76	New attach bolts installed 3-21-2020

2-15-73
complied with
SB 362A
rudder balance
wt kit

			Engine oil - Beryl Aviation filtrator assembly - STC			
<u>75-05-02</u>	<u>PDF</u>	Yes	SA2653WE	02/21/75	n/a	
<u>75-12-06</u>	<u>PDF</u>	Yes	Fin forward spar	06/05/75		
<u>75-27-08</u>	<u>PDF</u>	No	Torque tube bearing fittings	06/03/76	pcw 6-3-77	
<u>76-19-07</u>	<u>PDF</u>	No	Stabilator weight assy	09/29/76	not installed kit 760-914 installed 7-8-77 terminates recurring per para (b)	
<u>77-08-01</u>	<u>PDF</u>	no	Aileron spar cracks	04/18/77	kit 761-082 installed December 22nd 1977 , tach 1317. bungees replaced 3-21-2020 or 2962.54	
<u>77-13-21</u>	<u>PDF</u>	Yes	Prevent landing gear collapse	12/16/77		
<u>79-20-10</u>	<u>PDF</u>	NO	Incorporatio n of Piper Kit 763893	10/04/79	PCW 1-27-81 SB 411A	piper SL 751 12-19-75 SL 782 by installing kit 761-082 12-22-77
<u>82-23-01 R1</u>	<u>PDF</u>	No	Placard near flap actuator	04/07/83	n/a robertson stc	
<u>83-19-03</u>	<u>PDF</u>	No	Lower spar cap inspection	09/30/83	10-1-82	
<u>85-02-05 R1</u>	<u>PDF</u>	No	Brake operation placard P/N 81090-02	11/21/97	pcw	
<u>94-13-10</u>	<u>PDF</u>	yes	Stabilator torque tube	08/12/94		
<u>95-20-07 C1</u>	<u>PDF</u>	Yes	Superseded by 97-01-01 (97-01-01 C1, 97-01-01 R1)	11/17/95		
<u>97-01-01 R1</u>	<u>PDF</u>	Yes	Cracks - main gear sidebrace studs	12/08/98	inspected 8-14-16 tach 2408.31 next due 3408.31	
<u>99-05-09</u>	<u>PDF</u>	No	Facet Purolator induction air filters	03/19/99		

<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly POH/AFM change - fuel system management placard	10/22/12	installed Australian horn 3-21-2020 terminates a.d.
<u>2015-24-05</u>	<u>PDF</u>	No		01/12/16	N/A
<i>GNS 430 Circuitry changes - deviation & flag outputs</i>					
<u>2001-23-17</u>	<u>PDF</u>	No		12/28/01	n/a
ENGINE					
AD Number	PDF	Rec	Subject	Effective	
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft	07/06/63	replaced with new style
<u>66-20-04</u>	<u>PDF</u>	No	Oil filter adapter gasket	08/27/66	n/a
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins	01/13/77	done at overhaul
<u>75-08-09</u>	<u>PDF</u>	No	Oil pump failure	08/18/77	N/A BY SN
<u>75-09-15</u>	<u>PDF</u>	No	Fuel starvation	04/30/75	n/a
<u>78-23-10</u>	<u>PDF</u>	No	Center body bellows seal assembly	11/07/78	n/a
<u>79-04-05</u>	<u>PDF</u>	No	Regulator diaphragm stem assembly	09/26/79	n/a
<u>81-03-05</u>	<u>PDF</u>	No	Mixture control shaft assembly	02/11/81	n/a
<u>81-18-04 R2</u>	<u>PDF</u>	No	Superseded by	06/07/82	
<u>91-14-22</u>	<u>PDF</u>	Yes	Superseded by 2004-10-14 (2004-10-14 C1)	08/19/91	
<u>92-12-05</u>	<u>PDF</u>	No	Piston pins	07/10/92	n/a
<u>93-02-05</u>	<u>PDF</u>	Yes	Superseded by	06/14/93	
<u>95-07-01</u>	<u>PDF</u>	No	Connecting rod bolt failure	04/12/95	n/a
<u>96-09-10</u>	<u>PDF</u>	No	Iron and aluminum impellers in oil pumps	07/15/96	due at 2000 SMOH
<u>96-23-03</u>	<u>PDF</u>	No	High pressure fuel pumps	12/17/96	n/a

<u>97-01-03</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/21/97	
<u>97-15-11</u>	<u>PDF</u>	No	Defective piston pins	08/12/97	n/a
<u>98-17-11</u>	<u>PDF</u>	No	Crankshafts serviced by Nelson	10/19/98	n/a
<u>98-17-11 C1</u>	<u>PDF</u>	No	Balancing	10/19/98	n/a
<u>98-18-12</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	09/28/98	
<u>2002-19-03</u>	<u>PDF</u>	No	Crankshaft failure	09/20/02	n/a
<u>2002-20-51 E</u>	<u>PDF</u>	No	<u>Superseded by</u>	10/01/02	
<u>2002-23-06</u>	<u>PDF</u>	No	<u>Superseded by</u>	11/19/02	
<u>2002-26-01</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/31/03	
			Non-TC Holder - Crane/Lear Romec AN-Type rotary fuel pumps	08/14/03	n/a
<u>2003-14-03</u>	<u>PDF</u>	Yes	Crankshaft gear retaining bolts	03/30/04	n/a
<u>2004-05-24</u>	<u>PDF</u>	No	Prop Strike - crankshaft gear	06/25/04	due at prop strike
<u>2004-10-14</u>	<u>PDF</u>	Yes	installation	01/31/06	
<u>2005-26-10</u>	<u>PDF</u>	No	<u>Superseded by</u>		
			Non-TC Holder - ECi connecting rods	06/22/06	N/A
<u>2006-10-21</u>	<u>PDF</u>	No	Non-TC Holder - ECi cylinder assemblies	07/11/06	N/A
<u>2006-12-07</u>	<u>PDF</u>	No	Non-TC Holder - Superior Air Parts - Cylinder Assemblies	06/01/07	N/A
<u>2007-04-19 R1</u>	<u>PDF</u>	No	<u>Superseded by</u>	03/12/08	
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	04/29/08	
<u>2008-08-14</u>	<u>PDF</u>	Yes	<u>Superseded by</u>		
<u>2008-14-07</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	08/14/08	only applies to fuel injected
<u>2008-19-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	10/20/08	

<u>2009-02-03</u>	<u>PDF</u>	Yes	Non-TC Holder- Precision Airmotive RSA-5 & RSA-10 series fuel injection servos	02/09/09	n/a
<u>2009-26-12</u>	<u>PDF</u>	Yes	Non-TC Holder - ECI cylinder assemblies; P/N AEL65102 Series	02/04/10	n/a
<u>2011-15-10</u>	<u>PDF</u>	No	<u>Superseded by</u>	08/16/11	
<u>2011-26-04</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/25/12	
<u>2012-03-06</u>	<u>PDF</u>	No	Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns AV2541801, AV2541803	02/24/12	n/a
<u>2012-19-01</u>	<u>PDF</u>	No	Crankshafts	10/24/12	
<u>2015-19-07</u>	<u>PDF</u>	Yes	Externally mounted fuel injector fuel lines	11/03/15	not fuel injected
<u>2017-16-11</u>	<u>PDF</u>	No	Connecting rod small end bushings	08/16/17	n/a

The Following

<u>2005-12-06</u>	<u>PDF</u>	Yes	<i>Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies</i>	07/19/05	N/A by SN
<u>2006-10-21</u>	<u>PDF</u>	No	<i>Replacement: ECi connecting rods, P/N AEL11750 Superior Air Parts Cylinder Assembly</i>	06/22/06	N/A
<u>2007-04-19</u>	<u>RI PDF</u>	No	<i>removal</i>	06/01/07	N/A

propeller

Manufacturer: Hartzell Propeller TC No.: P24EA**Airworthiness Directives for Model: HC-A2VK-1**

Rec (Yes); Indicates a Recurring AD. #4090 Number of ADs: 6

AD Number	PDF	Rec	Subject	Effective	
85-14-10 R2	PDF	Yes	Blade clamp	09/25/86	pcw 03-04-2016
97-18-02	PDF	Yes	Revised by 97-18-02 R1 (97-18-02 R1 C1)	09/11/97	complied with 05/29/21
97-18-02 R1	PDF	Yes	Blade shank and clamp cracks	07/31/03	complied with 05/29/21
2003-13-17	PDF	No	Props serviced by T & W Propellers	07/18/03	n/a
2005-14-11	PDF	No	Blades serviced by Southern Calif. Prop. Service	08/17/05	n/a
2006-24-07	PDF	No	Props serviced by Oxford Aviation Services Ltd.	01/03/07	n/a

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:
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AD 73-07-04	Amdt. 39-1731	Issued: 05/26/05	Effective: 10/11/73	Recurring: No	Hrs:
Subject: Bendix S4LN or S4RN, S6LN or S6RN and S8LN or S8RN Magnetos With Series Numbers -20 Through -26, -200 Through -206, -600 Through -604 And -1200 Through -1227 - Superseded by 94-01-03			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 99-05-09	Amdt. 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs:
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 2001-23-17	Amdt. 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs:
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00			Supersedes:		Due:n/a
Method:					SB#:
Terminated by: N/S BY SN					SB#:
Name:		Sig.	Cert.	Date:	

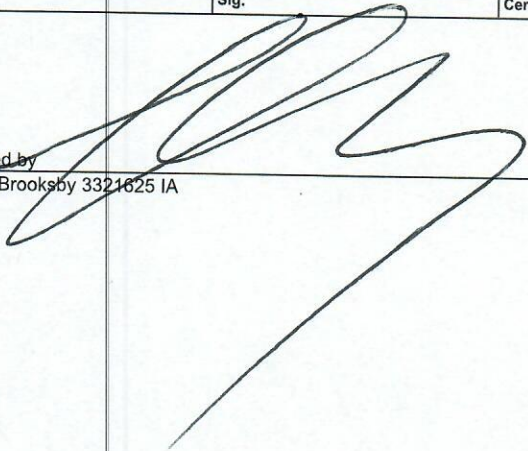
AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		Due:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					SB#:
Name:		Sig.	Cert.	Date:	

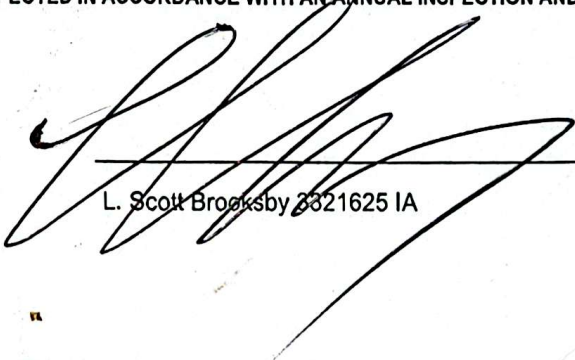
AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 SB A1-69 Amdt - Flush & Clean Carburetor & Inspect Drain Plug Cavity			Supersedes:		Due:
Method:					SB#:
Terminated by: INSPECTED AND DRAINED					SB#:
Name:		Sig.	Cert.	Date:	

AD 72-06-05 R2	Amdt. 39-5338	Issued: 05/25/05	Effective: 07/03/86	Recurring: No	Hrs:
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Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SAFETY WIRED AS REQUIRED					
Name:		Sig.		Cert.	
				Date:	

Reviewed by
L. Scott Brooksby 3321625 IA



25 May 2024		Airframe Log Entry		N7576P	
Hobbs:	105.80	Airframe TT:	2556.91	ELT Battery TT (sec):	58 sec
Tach:	2556.91	Engine TT:	1361.91	Engine TSMOH:	43.36
		Prop TT:	2413.91	Prop TSMOH:	43.36
Altimeter Due: (FAR 91.411)	10/31/2024 0:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00	ELT Battery Due:	Aug 24
Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Checked elt. Replaced recover push button switch for Trio Autopilot. Swung gear. AD 68-13-03 fuel-cell collapse c/w by inspection AD 75-12-06 fin forward spar c/w by inspection AD 77-13-21 bungee cords next due in 2025 years, compliance with SL 782B next due at 2962.54 AD 94-13-10 stabilator torque tubes complied with by inspection AD 97-01-01 main gear side brace studs inspected 8-14-16 tach 2408.31 next due 3408.31 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  L. Scott Brooksby 3821625 IA					

7-2-24 Removed + Replaced landing gear motor. Unable to confirm gear up & down performance. Locked gear down & pulled main circuit breaker. Returned to service with gear down operations only.



A+P 3321625

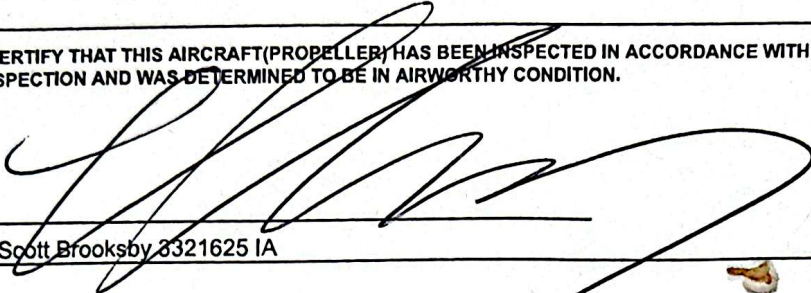
25 May 2024		Engine Log Entry		N7576P	
Hobbs:	105.80	Airframe TT:	2556.91	ELT Battery TT (sec):	58 sec
Tach:	2556.91	Engine TT:	1361.91	Engine TSMOH:	43.36
		Prop TT:	2413.91	Prop TSMOH:	43.36
Altitude Due: (FAR 91.411)	10/31/2024 0:00:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00:00	ELT Battery Due:	Aug 24

Engine compressions 1-78 2-76 3-78 4-78 5-72 6-77. Boroscoped cylinders. Checked magneto timing. changed oil, replaced oil filter with Tempest 48110-2 and filled with 10 qts Phillips 20-50 XC oil.

AD 2004-10-14 Crank gear install, compliance due at Prop Strike or Sudden Stoppage as defined in Par (e), (f), and (j).

I CERTIFY THAT THIS AIRCRAFT(ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

L. Scott Brooksby 3321625 IA

25 May 2024		Propeller Log Entry		N7576P	
Hobbs:	105.80	Airframe TT:	2556.91	ELT Battery TT (sec):	58 sec
Tach:	2556.91	Engine TT:	1361.91	Engine TSMOH:	43.36
		Prop TT:	2413.91	Prop TSMOH:	43.36
Altimeter Due: (FAR 91.411)	10/31/2024 0:00:	Transponder Due: (FAR 91.413)	10/31/2024 0:00:0	ELT Battery Due:	Aug 24
Propeller Inspected in accordance with FAR 43 Appendix D and Piper Comanche 250 Service Manual.					
AD 97-18-02 R1 Next due 5-31-2026 or PROP TSMOH OF 500 hrs.					
I CERTIFY THAT THIS AIRCRAFT (PROPELLER) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
					
L. Scott Brooksby 3321625 IA					

AD Number	PDF	Rec	Subject	Effective	compliance
<u>59-06-05</u>	<u>PDF</u>	No	Nose gear bungee	06/01/59	n/a by sn
<u>59-12-09</u>	<u>PDF</u>	No	Control wheel sprocket stud	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	Alleron balance weight	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Fuel cell vent tubes	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	Fuel vent tubes	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Fuel selector valve handles	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Exhaust stack reinforcemen t	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Aileron counterweigh t bay rework	04/26/62	n/a by sn new muffler part 24506-00 installed 1-3-65
<u>62-26-05</u>	<u>PDF</u>	No	Exhaust system	12/05/62	chanced 25 amp cb to 30 amp
<u>63-27-03</u>	<u>PDF</u>	No	Landing gear retraction motor circuit	01/23/64	
<u>64-10-04</u>	<u>PDF</u>	No	Carburetor air box deflector vanes	05/12/64	removed vanes 9-1-66 kit 754-475 installed
<u>64-22-03</u>	<u>PDF</u>	No	Landing gear safety switch	09/28/64	10/22/1962
<u>65-11-04</u>	<u>PDF</u>	No	Stabilator control system	05/15/65	n/a by sn kit 756-911 installed 8-6-65
<u>65-25-03</u>	<u>PDF</u>	no	Nose landing gear drag link clevis	12/10/65	terminated recurring status
<u>68-05-01</u>	<u>PDF</u>	no	Exhaust mufflers	03/05/69	kit 756-775 installed
<u>68-13-03</u>	<u>PDF</u>	Yes	Fuel cell collapse	03/05/69	installed piper kit 760277 5-20-69 marked on airspeed indicator
<u>72-22-05</u>	<u>PDF</u>	No	Operation limitation placard	12/26/74	4-15-75
<u>74-10-03 R</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/01/74	
<u>74-13-01</u>	<u>PDF</u>	No	<u>Superseded by</u>	06/18/74	4-15-75
<u>74-13-03</u>	<u>PDF</u>	no	Stabilator attach bolts	04/30/76	New attach bolts installed 3-21-2020

2-15-73
 complied with
 SB 362A
 rudder balance
 wt kit

			Engine oil - Beryl Aviation filtrator assembly - STC			
<u>75-05-02</u>	<u>PDF</u>	Yes	SA2653WE	02/21/75	n/a	
<u>75-12-06</u>	<u>PDF</u>	Yes	Fin forward spar	06/05/75		
<u>75-27-08</u>	<u>PDF</u>	No	Torque tube bearing fittings	06/03/76	pcw 6-3-77	
<u>76-19-07</u>	<u>PDF</u>	No	Stabilator weight assy	09/29/76	not installed kit 760-914 installed 7-8-77 terminates recurring per para (b) kit 761-082 installed December 22nd 1977 , tach 1317. bungees replaced 3-21-2020 or 2962.54	
<u>77-08-01</u>	<u>PDF</u>	no	Aileron spar cracks	04/18/77		
<u>77-13-21</u>	<u>PDF</u>	Yes	Prevent landing gear collapse	12/16/77		
<u>79-20-10</u>	<u>PDF</u>	NO	Incorporatio n of Piper Kit 763893	10/04/79	PCW 1-27-81 SB 411A	piper SL 751 12-19-75 SL 782 by installing kit 761-082 12-22-77
<u>82-23-01 R1</u>	<u>PDF</u>	No	Placard near flap actuator	04/07/83	n/a robertson stc	
<u>83-19-03</u>	<u>PDF</u>	No	Lower spar cap inspection	09/30/83	10-1-82	
<u>85-02-05 R1</u>	<u>PDF</u>	No	Brake operation placard P/N 81090-02	11/21/97	pcw	
<u>94-13-10</u>	<u>PDF</u>	yes	Stabilitor torque tube Superseded by 97-01-01 (97-01-01 C1, 97-01-01 R1)	08/12/94		
<u>95-20-07 C1</u>	<u>PDF</u>	Yes	Cracks - main gear sidebrace studs	11/17/95	inspected 8-14-16 tach 2408.31 next due 3408.31	
<u>97-01-01 R1</u>	<u>PDF</u>	Yes	Facet Purolator Induction air filters	12/08/98		
<u>99-05-02</u>	<u>PDF</u>	No		03/19/99		

<u>2012-17-06</u>	<u>PDF</u>	Yes	Cracks - stabilator horn assembly POH/AFM change - fuel system management placard	10/22/12	installed Australian horn 3-21-2020 terminates a.d.
<u>2015-24-05</u>	<u>PDF</u>	No		01/12/16	N/A
<u>2001-23-17</u>	<u>PDF</u>	No	GNS 430 Circuitry changes - deviation & flag outputs	12/28/01	n/a
ENGINE					
AD Number	PDF	Rec	Subject	Effective	
<u>63-14-03</u>	<u>PDF</u>	Yes	Drive shaft	07/06/63	replaced with new style
<u>66-20-04</u>	<u>PDF</u>	No	Oil filter adapter gasket	08/27/66	n/a
<u>73-23-01</u>	<u>PDF</u>	No	Piston pins	01/13/77	done at overhaul
<u>75-08-09</u>	<u>PDF</u>	No	Oil pump failure	08/18/77	N/A BY SN
<u>75-09-15</u>	<u>PDF</u>	No	Fuel starvation	04/30/75	n/a
<u>78-23-10</u>	<u>PDF</u>	No	Center body bellows seal assembly	11/07/78	n/a
<u>79-04-05</u>	<u>PDF</u>	No	Regulator diaphragm stem assembly	09/26/79	n/a
<u>81-03-05</u>	<u>PDF</u>	No	Mixture control shaft assembly	02/11/81	n/a
<u>81-18-04 R2</u>	<u>PDF</u>	No	<u>Superseded by</u> <u>Superseded</u> <u>by</u> 2004-10-14 (2004-10-14 C1)	06/07/82	
<u>91-14-22</u>	<u>PDF</u>	Yes	Piston pins	08/19/91	
<u>92-12-05</u>	<u>PDF</u>	No	<u>Superseded by</u>	07/10/92	n/a
<u>93-02-05</u>	<u>PDF</u>	Yes	Connecting rod bolt	06/14/93	
<u>95-07-01</u>	<u>PDF</u>	No	failure Iron and aluminum impellers in	04/12/95	n/a
<u>96-09-10</u>	<u>PDF</u>	No	oil pumps	07/15/96	due at 2000 SMOH
<u>96-23-03</u>	<u>PDF</u>	No	High pressure fuel pumps	12/17/96	n/a

<u>97-01-03</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/21/97	
<u>97-15-11</u>	<u>PDF</u>	No	Defective piston pins	08/12/97	n/a
			Crankshafts serviced by Nelson		
<u>98-17-11</u>	<u>PDF</u>	No	Balancing Crankshafts serviced by Nelson	10/19/98	n/a
<u>98-17-11 C1</u>	<u>PDF</u>	No	Balancing	10/19/98	n/a
<u>98-18-12</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	09/28/98	
			Crankshaft failure	09/20/02	n/a
<u>2002-19-03</u>	<u>PDF</u>	No	<u>Superseded by</u>	10/01/02	
<u>2002-20-51 E</u>	<u>PDF</u>	No	<u>Superseded by</u>	11/19/02	
<u>2002-23-06</u>	<u>PDF</u>	No	<u>Superseded by</u>	01/31/03	
<u>2002-26-01</u>	<u>PDF</u>	Yes	<u>Superseded by</u>		
			Non-TC Holder - Crane/Lear Romec AN-Type rotary fuel pumps	08/14/03	n/a
<u>2003-14-03</u>	<u>PDF</u>	Yes	Crankshaft gear retaining bolts	03/30/04	n/a
<u>2004-05-24</u>	<u>PDF</u>	No	Prop Strike - crankshaft gear installation	06/25/04	due at prop strike
<u>2004-10-14</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	01/31/06	
<u>2005-26-10</u>	<u>PDF</u>	No	<u>Superseded by</u>		
			Non-TC Holder - ECi connecting rods	06/22/06	N/A
<u>2006-10-21</u>	<u>PDF</u>	No	Non-TC Holder - ECi cylinder assemblies	07/11/06	N/A
<u>2006-12-07</u>	<u>PDF</u>	No	Non-TC Holder - Superior Air Parts - Cylinder Assemblies	06/01/07	N/A
<u>2007-04-19 R1</u>	<u>PDF</u>	No	<u>Superseded by</u>	03/12/08	
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	04/29/08	
<u>2008-08-14</u>	<u>PDF</u>	Yes	<u>Superseded by</u>		
<u>2008-14-07</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	08/14/08	only applies to fuel injected
<u>2008-19-05</u>	<u>PDF</u>	Yes	<u>Superseded by</u>	10/20/08	

<u>2009-02-03 PDF</u>	Yes	Non-TC Holder- Precision Airmotive RSA-5 & RSA-10 series fuel injection servos	02/09/09 n/a
<u>2009-26-12 PDF</u>	Yes	Non-TC Holder - ECI cylinder assemblies; P/N AEL65102 Series	02/04/10 n/a
<u>2011-15-10 PDF</u>	No	<u>Superseded by</u>	08/16/11
<u>2011-26-04 PDF</u>	Yes	<u>Superseded by</u>	01/25/12
<u>2012-03-06 PDF</u>	No	Non-TC Holder - AVStar - fuel servos - diaphragm P/Ns AV2541801, AV2541803	02/24/12 n/a
<u>2012-19-01 PDF</u>	No	Crankshafts Externally mounted fuel injector fuel lines	10/24/12
<u>2015-19-07 PDF</u>	Yes	Connecting rod small end bushings	11/03/15 not fuel injected
<u>2017-16-11 PDF</u>	No		08/16/17 n/a

The Following

<u>2005-12-06 PDF</u>	Yes	Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies	07/19/05 N/A by SN
<u>2006-10-21 PDF</u>	No	Replacement: ECI connecting rods, P/N AEL11750 Superior Air Parts Cylinder Assembly	06/22/06 N/A
<u>2007-04-19 R1 PDF</u> propeller	No	removal	06/01/07 N/A

Manufacturer: Hartzell Propeller TC No.: P24EA

Airworthiness Directives for Model: HC-A2VK-1

Ret (Yes): Indicates a Recurring AD, #4990 Number of ADs: 6

AD Number	PDF	Rec	Subject	Effective	
85-14-10 R2	PDF	Yes	Blade clamp	09/13/86	pcw 03-04-2016
97-18-02	PDF	Yes	Revised by 97-18-01 R1 (97-18-02 R1 C1)	09/11/97	complied with 05/29/21
97-18-02 R1	PDF	Yes	Blade shank and clamp cracks	07/31/03	complied with 05/29/21
2003-13-17	PDF	No	Props serviced by T & W Propellers	07/18/03	n/a
2003-14-01	PDF	No	Blades serviced by Southern Calif.	08/17/05	n/a
2006-24-07	PDF	No	Prop. Service Props serviced by Oxford Aviation Services Ltd.	01/03/07	n/a

Make: Model:	N-No.: Serial:	Total AC Hours: Hrs. Since Last:
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AD 73-07-04	Amdt. 39-1731	Issued: 05/26/05	Effective: 10/11/73	Recurring: No	Hrs:
Subject: Bendix S4LN or S4RN, S6LN or S6RN and S8LN or S8RN Magnetos With Series Numbers -20 Through -26, -200 Through -206, -600 Through -604 And -1200 Through -1227 - Superseded by 94-01-03			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 99-05-09	Amdt. 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs:
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		Due:n/a
Method:					SB#:
Terminated by:					SB#:
Name:		Sig.	Cert.	Date:	

AD 2001-23-17	Amdt. 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs:
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00			Supersedes:		Due:n/a
Method:					SB#:
Terminated by: N/S BY SN					SB#:
Name:		Sig.	Cert.	Date:	

AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		Due:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					SB#:
Name:		Sig.	Cert.	Date:	

AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 SB A1-69 Amdt - Flush & Clean Carburetor & Inspect Drain Plug Cavity			Supersedes:		Due:
Method:					SB#:
Terminated by: INSPECTED AND DRAINED					SB#:
Name:		Sig.	Cert.	Date:	

AD 72-06-05 R2	Amdt. 39-5338	Issued: 05/26/05	Effective: 07/03/86	Recurring: No	Hrs:
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Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SAFETY WIRED AS REQUIRED				SB#:	
Name:		Sig.		Date:	

Reviewed by

L. Scott Brooksby 3321625 IA

Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:	Due:
Method:		SB#:	
Terminated by: SAFETY WRED AS REQUIRED		SB#:	
Name:	Sig.	Cert.	Date:

Reviewed by _____
L. Scott Brooksby 3321625 IA

