

SERIAL NO.

MAJOR ALTERATIONS

DATE

DESCRIPTION OF ALTERATION

3/30/80

INSTALLED BRITAIN TIF TRACKS (15 gal/ans) 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 subitd. AD no

found inspection and was de-

longer applicable. AD no See AD compliance in back of log.

remained to be in airworthy condition.

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>[Signature]</i> HLR 148564835
Date... <i>9/8/81</i> TT... <i>1773</i>	I certify that this... <i>Aircraft</i> has been inspected in accordance with a ... <i>Approved</i>inspection and was de- termined to be in airworthy condition. <i>[Signature]</i> LA 157464837
3-12-82	Installed autopilot as per STC - SA6635 w/ Radio coupler & Celsig coupler as 337 Dated 3-12-82 for additional detail - Pm replace w/ DMCPRO - to work radio counter the Repair station E-13-12

stem check

91.170

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 REQUIRED

Description PIPER

Date _____

for

AGENCY
CERT. NO.

Serviceable

cells + in

[illegible]

Agust Maculor in
-1 FAA 337 This date

6999 CR5/1060

NAME OF PART

PART
NUMBER

**SERIAL
NUMBER**

DATE/HOURS

**TIME ON PAR
AT INSTALL.**

**LIFE LIMIT
OR T.B.O**

REMOV
DATE/HOU

7-20-83 Tach 193017

pellet bath

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	

Inspection performed
from 11-405 115 11 11
S. R. R. & L. R. R.

condition.	Date	11/4/83
------------	------	---------

Total time aircraft	1955.5
---------------------	--------

[illegible]

Total time engi

[illegible]

W 611.15408

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

Signature: 

5-17-83 Tues 1918.0

Invited study *Neosoma* Argentina the Perito

Drawing	NO SCS Draw
Process	Flight Run.

644 C 1051060

11/11/11

12/22/83 Tech 1962.7 I installed Precise P.
about 400 miles in emergency vacuum. My
lower pressure was up OK
one time. I believe A/P 232

Wine up a
one third molar A/P 232

AGENCY
CERT. NO.

AGENCY
CERT. NO.

Religious South Indians

Case 1:18-cv-01003-UNA Document 1-1 Filed 04/12/18 Page 1 of 1

Insurance Policy

From M-405 MS A. Garde, Nov. 1947
Service & Leave, AD OC To 83-19

I certify that this aircraft	(45)
or engine () has been inspected	
in accordance with an annual	(15)
or () hour inspection and was	
determined to be in airworthy	
condition.	
Date	11/4/83
Total time aircraft	1985.5
Total time engine	760.0
WOLF 15498	Since then

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

Signature: 

12/22/83 Tech 1962.7

advice to make an emergency vaccination days as per instructions
 (two of them are OK)

[illegible]

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

AIRWORTHINESS DIRECTIVE /FACTORY BULLETIN C

[illegible]

AIRWORTHINESS DIRECTIVE/FACTORY BULLETIN COMPLIANCE RECORD

AGENCY CERT. NO.	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.
SS STEEL		I certify that this aircraft () has been inspected or (engine) with an annual (X) 1 in accordance with an annual and was () hour inspection and was determined to be in airworthy condition. Date 11-16-84					Inspection performed using CAA Form H-405 as a guide.
SA108NE		Total time aircraft 2040.9					Routine Service + lube
SA1060		Total time engine 845.09					Replaced landing gear bearings
117A New		WG# 16343 Tech 10053 10050 F.A.A. Approved Repair Station #1060 General Aero & Avionics, Inc.					
117A New		Signature <i>[Signature]</i>					
		DATE 11-16-84 NEXT DUE 11-16-86					
		STATIC PRESSURE SYSTEM CHECKED, AS REQUIRED BY PART 43.179, IN ACCORDANCE WITH PART 43 APPENDIX E (c).					
771		12-17-84		PAZPWWP	18343	21832	Repaired By FR 91-171
771		Oil Transponder & Stroke System. System did comply with FR					
771		43 APPENDIX E & F, THIS DATE. Airman requires the					
771		FR 109-8. - Thomas A. Thomas					

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 noted. Replaced all brake linings, repackaged all wheel bearings, performed gear inspection & emergency extension check. Replaced one regulator filter, replaced one gear actuating roller. Changed EIT setting - now check to Dec. 88. Rebuilt both brake calipers, checked all shaft w/ 50cc + nutting per same manual. Re AD 75-12-06 for fuel system, Re AD 76-07-1281 Broke again. Re AD 82-19-01 wing spar fatigue damage, Re 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 damage 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 spent 2151.95					
	Total time engine 956.95 Since new					
	TACH 163.0					
	P.A.A. Approved Repair Station					
	General Aero & Avionics, Inc.					
	Signature Gregory J. [Signature]					

OIA 14350465

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.
3/11/87	TACH	2153	Replaced fuel pump - engine driven three to replace fuel pump. Took out fuel - no leaks in it. Suggesty - check APC 14250469			
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 <u>3/1/88</u>						
Total time aircraft	2188.65					
Total time engine	993.65 (Santitas)					
Work Approved Repair Location	TRC 177.7					
General Aero & Avionics, Inc.						
Signature	James H. H. H.					
	14134524736					
	AD 82-19-01 due at 703 Tach.					
	AD 82-19-01 due at 299.7-ENR -					
	ELT Batt Due Dec 88.					

AIRWORTHINESS DIRECTIVE / FACTORY BULLETIN CO

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 () or engine () has been inspected in accordance with an annual () or () hour inspection and was determined to be in airworthy condition. Date <u>4/1/89</u>					
Total time aircraft	2235.4				
Total time engine	1040.4 (5 Hrs)				
Work Approved Repair Location	100th 60266 - TACH-2465				
General Aero & Avionics, Inc.					
Cert. #	1274599714				
Signature	James H. H. H.				
	100th 60266				
	AD 82-19-01 due at 703 Tach.				
	AD 82-19-01 due at 299.7-ENR -				
	ELT Batt Due Dec 88.				

COMPLIANCE RECORD

AUTHORIZED SIGNATURE
CERTIFICATE NO.

Signature

*Check out shop
over and re-install
Puck for clamp
3112 hanging gun
552 rack. Repack
terminal drive
of 2" Seas 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</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 Stule</i>
	Work	00266 - Tech-2465				<i>Replaced N & S Bearings</i>
		144-1214599IT4				<i>as per AD-77-13.201</i>
		ALLAIRE Aircraft Service, Inc.				<i>all AD checked through-89-09</i>
	Cert. #					<i>SLT Betty Repack</i>
	Signature	<i>John Moritz</i>				<i>Next Due Feb 91</i>

TAG

Acc Horation Service Center
HARRIS AIRPORT, TAMMAMONTE

There are
three

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.

277.1 Hobbs

May 17, 1990
ALC 47. 2268.4

This aircraft has been inspected I/H/ce
on arrival inspection and was determined

mais Tanks ?

ected all kinds of

fairly beautiful

11/11/11 11/11/11

and you said

15. 1850-1851

7 Tard ball line

never was

with the man

Customer FHM

Steve

10

5

4/ Simon Dada

Service Center
Model FAEM1202415

10

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.
October 27, 1990	Remove & replace nose strut piston. Install flight like stainless steel brake disc in accordance with STA # 5A434 NE installation instructions. Weight and balance acceptable. See FTH Form 339 dated October 27, 1990. All work performed in accordance with the manufacturer's recommended current FHE's approved aeronautical practices.				Next: 300.4	
			John H. Ford			
			AP 2188447			
			Paco Aviation Service Center			
			Allaire Airport			
			Terminville, W. Va.			

ALTIMETER & STATIC SYSTEM CHECK: F.A.R. 91.170

DATE	MANUFACTURER	MODEL	SERIAL NO.	LOCATION	MAX. ALT.	RECHG REQUIRED
6-12-91	Acme Inspection	Inspected on T-12				
	with Piper Maintenance Manual for PA 24-250 - 7					
	Cables, Forward, Aft, & Attach Point. Engine					
	For Condition: Freedom of Movement & Proper Throttle					
	Test & Emergency Extension: Checked Electrical System					
	Checked Instruments: For Security & operation. Removed					
	Wing Fairings - Trail Cone & Inspected Interior: Rem					
	Inspected Interior: 01 Cabin & wing Spine and Fus					
	Rebate From Floor Area: Removed Fasteners & Replaced					
	Fasteners From Motor Head to Fuselage & Replaced					
	Plumbing Replaced All Seals with AC Seals in					
	Sevens' Nipples - checked Aircraft also logs &					
	on Engine Pump All gauges & Adapters. Changed					
	Next day: Aircraft Found to be in Air					
	2 following & fixed EA 1300000000					
	Replaced Rt Gun Spring - signed left					
	Earl Page/Baron 1300000000					

STAR
 3000 & Beyond
 (404) 255-2000 ext 227 (fax)

LOG BOOK ENTRY
 E.A.T. BATTERY
 REPLACEMENT DATE

JUN 1991

ALTIMETER & STATIC SYSTEM CHECKS

F.A.R. 91.170

DATE _____

MANUFACTURER

MODEL

SERIAL NO.

LOCATION

MAX. ALT.

**RECHECK
REQUIRED**

APPROVED BY: _____
AGENCY CERT. NO _____

6-12-84

victor. That's
in, in accordance
with the
HAA form, and
performed as
with a beam
resonantial

enter

[illegible]

ARTEX AIRCRAFT SUPPLY, INC.
24308 S. Skyway Dr. Chula, CA 92013
(602) 266-3859 800-547-8931

ARTEX
E.L.I. BATTERY
REPLACEMENT DATE

LOG BOOK ENTRY

6/12/91

JUN 1993

**E.L.T. BATTERY
REPLACEMENT**

Jan 1993

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 drums
& Replaced Fluid with mil 2506 Hyd Fluid
Replaced Leds & High Break Hoses. Replaced
Nose wheel Bearings - Replaced Main Gear wheel
Bearings Replaced 20 Pins in Brakes Calipers
Bleed Brakes & Positioned High speed Tex,
Test - Rebuilt Upper 1000 Cylinder - Aircraft
Land Gear Found to be in Auxiliary Condition
checked ACP 150 8688 & A -

F.A.R. 91.170

DATE	DESCRIPTION	AMOUNT	BALANCE
March 17, 1962	Received from [illegible]	130.86	130.86
March 17, 1962	Received from [illegible]	130.86	261.72
March 17, 1962	Received from [illegible]	130.86	392.58
March 17, 1962	Received from [illegible]	130.86	523.44
March 17, 1962	Received from [illegible]	130.86	654.30
March 17, 1962	Received from [illegible]	130.86	785.16
March 17, 1962	Received from [illegible]	130.86	916.02
March 17, 1962	Received from [illegible]	130.86	1046.88
March 17, 1962	Received from [illegible]	130.86	1177.74
March 17, 1962	Received from [illegible]	130.86	1308.60
March 17, 1962	Received from [illegible]	130.86	1439.46
March 17, 1962	Received from [illegible]	130.86	1570.32
March 17, 1962	Received from [illegible]	130.86	1701.18
March 17, 1962	Received from [illegible]	130.86	1832.04
March 17, 1962	Received from [illegible]	130.86	1962.90
March 17, 1962	Received from [illegible]	130.86	2093.76
March 17, 1962	Received from [illegible]	130.86	2224.62
March 17, 1962	Received from [illegible]	130.86	2355.48
March 17, 1962	Received from [illegible]	130.86	2486.34
March 17, 1962	Received from [illegible]	130.86	2617.20
March 17, 1962	Received from [illegible]	130.86	2748.06
March 17, 1962	Received from [illegible]	130.86	2878.92
March 17, 1962	Received from [illegible]	130.86	3009.78
March 17, 1962	Received from [illegible]	130.86	3140.64
March 17, 1962	Received from [illegible]	130.86	3271.50
March 17, 1962	Received from [illegible]	130.86	3402.36
March 17, 1962	Received from [illegible]	130.86	3533.22
March 17, 1962	Received from [illegible]	130.86	3664.08
March 17, 1962	Received from [illegible]	130.86	3794.94
March 17, 1962	Received from [illegible]	130.86	3925.80
March 17, 1962	Received from [illegible]	130.86	4056.66
March 17, 1962	Received from [illegible]	130.86	4187.52
March 17, 1962	Received from [illegible]	130.86	4318.38
March 17, 1962	Received from [illegible]	130.86	4449.24
March 17, 1962	Received from [illegible]	130.86	4580.10
March 17, 1962	Received from [illegible]	130.86	4710.96
March 17, 1962	Received from [illegible]	130.86	4841.82
March 17, 1962	Received from [illegible]	130.86	4972.68
March 17, 1962	Received from [illegible]	130.86	5103.54
March 17, 1962	Received from [illegible]	130.86	5234.40
March 17, 1962	Received from [illegible]	130.86	5365.26
March 17, 1962	Received from [illegible]	130.86	5496.12
March 17, 1962	Received from [illegible]	130.86	5626.98
March 17, 1962	Received from [illegible]	130.86	5757.84
March 17, 1962	Received from [illegible]	130.86	5888.70
March 17, 1962	Received from [illegible]	130.86	6019.56
March 17, 1962	Received from [illegible]	130.86	6150.42
March 17, 1962	Received from [illegible]	130.86	6281.28
March 17, 1962	Received from [illegible]	130.86	6412.14
March 17, 1962	Received from [illegible]	130.86	6543.00
March 17, 1962	Received from [illegible]	130.86	6673.86
March 17, 1962	Received from [illegible]	130.86	6804.72
March 17, 1962	Received from [illegible]	130.86	6935.58
March 17, 1962	Received from [illegible]	130.86	7066.44
March 17, 1962	Received from [illegible]	130.86	7197.30
March 17, 1962	Received from [illegible]	130.86	7328.16
March 17, 1962	Received from [illegible]	130.86	7459.02
March 17, 1962	Received from [illegible]	130.86	7589.88
March 17, 1962	Received from [illegible]	130.86	7720.74
March 17, 1962	Received from [illegible]	130.86	7851.60
March 17, 1962	Received from [illegible]	130.86	7982.46
March 17, 1962	Received from [illegible]	130.86	8113.32
March 17, 1962	Received from [illegible]	130.86	8244.18
March 17, 1962	Received from [illegible]	130.86	8375.04
March 17, 1962	Received from [illegible]	130.86	8505.90
March 17, 1962	Received from [illegible]	130.86	8636.76
March 17, 1962	Received from [illegible]	130.86	8767.62
March 17, 1962	Received from [illegible]	130.86	8898.48
March 17, 1962	Received from [illegible]	130.86	9029.34
March 17, 1962	Received from [illegible]	130.86	9160.20
March 17, 1962	Received from [illegible]	130.86	9291.06
March 17, 1962	Received from [illegible]	130.86	9421.92
March 17, 1962	Received from [illegible]	130.86	9552.78
March 17, 1962	Received from [illegible]	130.86	9683.64
March 17, 1962	Received from [illegible]	130.86	9814.50
March 17, 1962	Received from [illegible]	130.86	9945.36
March 17, 1962	Received from [illegible]	130.86	10076.22
March 17, 1962	Received from [illegible]	130.86	10207.08
March 17, 1962	Received from [illegible]	130.86	10337.94
March 17, 1962	Received from [illegible]	130.86	10468.80
March 17, 1962	Received from [illegible]	130.86	10599.66
March 17, 1962	Received from [illegible]	130.86	10730.52
March 17, 1962	Received from [illegible]	130.86	10861.38
March 17, 1962	Received from [illegible]	130.86	10992.24
March 17, 1962	Received from [illegible]	130.86	11123.10
March 17, 1962	Received from [illegible]	130.86	11253.96
March 17, 1962	Received from [illegible]	130.86	11384.82
March 17, 1962	Received from [illegible]	130.86	11515.68
March 17, 1962	Received from [illegible]	130.86	11646.54
March 17, 1962	Received from [illegible]	130.86	11777.40
March 17, 1962	Received from [illegible]	130.86	11908.26
March 17, 1962	Received from [illegible]	130.86	12039.12
March 17, 1962	Received from [illegible]	130.86	12169.98
March 17, 1962	Received from [illegible]	130.86	12300.84
March 17, 1962	Received from [illegible]	130.86	12431.70
March 17, 1962	Received from [illegible]	130.86	12562.56
March 17, 1962	Received from [illegible]	130.86	12693.42
March 17, 1962	Received from [illegible]	130.86	12824.28
March 17, 1962	Received from [illegible]	130.86	12955.14
March 17, 1962	Received from [illegible]	130.86	13086.00
March 17, 1962	Received from [illegible]	130.86	13216.86
March 17, 1962	Received from [illegible]	130.86	13347.72
March 17, 1962	Received from [illegible]	130.86	13478.58
March 17, 1962	Received from [illegible]	130.86	13609.44
March 17, 1962	Received from [illegible]	130.86	13740.30
March 17, 1962	Received from [illegible]	130.86	13871.16
March 17, 1962	Received from [illegible]	130.86	14002.02
March 17, 1962	Received from [illegible]	130.86	14132.88
March 17, 1962	Received from [illegible]	130.86	14263.74
March 17, 1962	Received from [illegible]	130.86	14394.60
March 17, 1962	Received from [illegible]	130.86	14525.46
March 17, 1962	Received from [illegible]	130.86	14656.32
March 17, 1962	Received from [illegible]	130.86	14787.18
March 17, 1962	Received from [illegible]	130.86	14918.04
March 17, 1962	Received from [illegible]	130.86	15048.90
March 17, 1962	Received from [illegible]	130.86	15179.76
March 17, 1962	Received from [illegible]	130.86	15310.62
March 17, 1962	Received from [illegible]	130.86	15441.48
March 17, 1962	Received from [illegible]	130.86	15572.34
March 17, 1962	Received from [illegible]	130.86	15703.20
March 17, 1962	Received from [illegible]	130.86	15834.06
March 17, 1962	Received from [illegible]	130.86	15964.92
March 17, 1962	Received from [illegible]	130.86	16095.78
March 17, 1962	Received from [illegible]	130.86	16226.64
March 17, 1962	Received from [illegible]	130.86	16357.50
March 17, 1962	Received from [illegible]	130.86	16488.36
March 17, 1962	Received from [illegible]	130.86	16619.22
March 17, 1962	Received from [illegible]	130.86	16750.08
March 17, 1962	Received from [illegible]	130.86	16880.94
March 17, 1962	Received from [illegible]	130.86	17011.80
March 17, 1962	Received from [illegible]	130.86	17142.66
March 17, 1962	Received from [illegible]	130.86	17273.52
March 17, 1962	Received from [illegible]	130.86	17404.38
March 17, 1962	Received from [illegible]	130.86	17535.24
March 17, 1962	Received from [illegible]	130.86	17666.10
March 17, 1962	Received from [illegible]	130.86	17796.96
March 17, 1962	Received from [illegible]	130.86	17927.82
March 17, 1962	Received from [illegible]	130.86	18058.68
March 17, 1962	Received from [illegible]	130.86	18189.54
March 17, 1962	Received from [illegible]	130.86	18320.40
March 17, 1962	Received from [illegible]	130.86	18451.26
March 17, 1962	Received from [illegible]	130.86	18582.12
March 17, 1962	Received from [illegible]	130.86	18712.98
March 17, 1962	Received from [illegible]	130.86	18843.84
March 17, 1962	Received from [illegible]	130.86	18974.70
March 17, 1962	Received from [illegible]	130.86	19105.56
March 17, 1962	Received from [illegible]	130.86	19236.42
March 17, 1962	Received from [illegible]	130.86	19367.28
March 17, 1962	Received from [illegible]	130.86	19498.14
March 17, 1962	Received from [illegible]	130.86	19629.00
March 17, 1962	Received from [illegible]	130.86	19759.86
March 17, 1962	Received from [illegible]	130.86	19890.72
March 17, 1962	Received from [illegible]	130.86	20021.58
March 17, 1962	Received from [illegible]	130.86	20152.44
March 17, 1962	Received from [illegible]	130.86	20283.30
March 17, 1962	Received from [illegible]	130.86	20414.16
March 17, 1962	Received from [illegible]	130.86	20545.02
March 17, 1962	Received from [illegible]	130.86	20675.88
March 17, 1962	Received from [illegible]	130.86	20806.74
March 17, 1962	Received from [illegible]	130.86	20937.60
March 17, 1962	Received from [illegible]	130.86	21068.46
March 17, 1962	Received from [illegible]	130.86	21199.32
March 17, 1962	Received from [illegible]	130.86	21330.18
March 17, 1962	Received from [illegible]	130.86	21461.04
March 17, 1962	Received from [illegible]	130.86	21591.90
March 17, 1962	Received from [illegible]	130.86	21722.76
March 17, 1962	Received from [illegible]	130.86	21853.62
March 17, 1962	Received from [illegible]	130.86	21984.48
March 17, 1962	Received from [illegible]	130.86	22115.34
March 17, 1962	Received from [illegible]	130.86	22246.20
March 17, 1962	Received from [illegible]	130.86	22377.06
March 17, 1962	Received from [illegible]	130.86	22507.92
March 17, 1962	Received from [illegible]	130.86	22638.78
March 17, 1962	Received from [illegible]	130.86	22769.64
March 17, 1962	Received from [illegible]	130.86	22900.50
March 17, 1962	Received from [illegible]	130.86	23031.36
March 17, 1962	Received from [illegible]	130.86	23162.22
March 17, 1962	Received from [illegible]	130.86	23293.08
March 17, 1962	Received from [illegible]	130.86	23423.94
March 17, 1962	Received from [illegible]	130.86	23554.80
March 17, 1962	Received from [illegible]	130.86	23685.66
March 17, 1962	Received from [illegible]	130.86	23816.52
March 17, 1962	Received from [illegible]	130.86	23947.38
March 17, 1962	Received from [illegible]	130.86	24078.24
March 17, 1962	Received from [illegible]	130.86	24209.10
March 17, 1962	Received from [illegible]	130.86	24339.96
March 17, 1962	Received from [illegible]	130.86	24470.82
March 17, 1962	Received from [illegible]	130.86	24601.68
March 17, 1962	Received from [illegible]	130.86	24732.54
March 17, 1962	Received from [illegible]	130.86	24863.40
March 17, 1962	Received from [illegible]	130.86	24994.26
March 17, 1962	Received from [illegible]	130.86	25125.12
March 17, 1962	Received from [illegible]	130.86	25255.98
March 17, 1962	Received from [illegible]	130.86	25386.84
March 17, 1962	Received from [illegible]	130.86	25517.70
March 17, 1962	Received from [illegible]	130.86	25648.56
March 17, 1962	Received from [illegible]	130.86	25779.42
March 17, 1962	Received from [illegible]	130.86	25910.28
March 17, 1962	Received from [illegible]	130.86	26041.14
March 17, 1962	Received from [illegible]	130.86	26171.99
March 17, 1962	Received from [illegible]	130.86	26302.85
March 17, 1962	Received from [illegible]	130.86	26433.71
March 17, 1962	Received from [illegible]	130.86	26564.57
March 17, 1962	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 Retracted Pos Shift also done Pos 1 & 2 Hose Replaced Main Gear Wheel in Drive Catalog High Speed Test Lubricated - All Assembly Complete A		4-27-81		Transmission	Diagram	Transmission to Test 8149. Requir was found to be in Pos 43 Apparent F, new 150TSC/SH-1056	ATSC 150TSC was tested according to 91-177, unit comparing with FAR 109-8 James M. M...	
March 17, 1982		March 17, 1982			Repair & Replaced Main with OEM Parts - Re New 'S' Ring Balls in and manual extension. Com 1308698	Repaired Main Gear Pos 2 - Replaced Hyd Balls in Pos 2 - Checked and manual extension. Com 1308698		
March 17, 1982		March 17, 1982			Checked Ancient Control Pistons - Control found Limits - Adjust ATP 1308698	Checked Ancient Control Pistons - Control found Limits - Adjust ATP 1308698		

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 the AD's Requiring compliance		
1992		Before further flight DO NOT APPLY AD 92-12-05				
		NOT APP TO FISHON 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, pillars, Instruments.
Replaced ELT Battery. New Date NOV 94

REPLACE ELT BATTERY BY:

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

AERO FLITE OF NORMAN CRS BGTR440C
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 FM
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 20702K	My Steel
INSTALLED ALTIMETER, MOD: 01-200703						
S/N 127450						
43, APPENDIX E AND TESTED AS PER 91.411						
TO 20,000						
FEET ON 810-94						
BY: 052R719K						
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	INSTALLED	ARMED	205 155 + ANTENNA
SAC	FAA	FORM 337	THIS DATE	FOR	DETAILS EQUIP
LCST	✓	W + 8	DATA	REVIEWED	CRS AT 20702K
INSTALLED ALTIMETER, MOD: 01-200703					
S/N 127450					
43, APPENDIX E AND TESTED AS PER 91.411					
TO 20,000					
FEET ON 810-94					
BY: 052R719K					
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					

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.

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

IL NO.
2020
Document
ding

KEEP

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

Revised 4/10/18 202077668

N 75° 2'

By

1122

Date _____

10-98

SERIAL NO

127450

MECHANIC

INSPECTOR

AERO MOTIVE EQUIPMENT
R.S. DS2R779K

R.S. DS2R779K

p. DS2R779K

SERVICEABLE

FAR Part 43 APPX

1000 FT- 20000 FT

CRS--AT2R702K

137450 CERTIFIED UNDER PART
APPENDIX E AND TESTED AS PER 91.411
201600 FEET ON 10-9-96
D52R7729K W.O. No. 51080
VERIFY THE STATIC SYSTEM TESTS REQUIRED
AIR PART 91.411 HAVE BEEN PERFORMED
DATE: 10-11-96

THIS TRANSPONDER SER. NO. _____
HAS BEEN TESTED IN ACCO-
F.A.R., PART 43, APPENDIX F,
REQUIREMENTS OF F.A.R. 91.
DATE: 10-11-96 SIO: 66

CRS-A1214/02M

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
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 7791C W.O. NO. 51080

N7576P ① 2396.8

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

ALTIMETER
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.

DATE

TOTAL
TIME

EQUIPMENT
CHECKED

TYPE OF
CHECK

ERROR OR
RESULTS

NEXT CHECK
DUE

CHECKED BY:
SIGNATURE — CERT. NO.

RADIO & ELECTRONIC CHECKS

511045 PAGE 1 NOTE PAR "A"

CHAD. 76-07-12 AMB39344

CHAD. 94-13-10

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

CHAD. 77-13-21 AMB39-3093 INSPECTED

N7576P 2396.8

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

DATE: 10-11-96 SIG: [Signature]

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

N7576P 2396.8

THIS 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: [Signature]

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

CRS-A12R702K

RADIO & ELECTRONIC CHECKS

[illegible]

CHECKED BY:
NATURE — CHIT. 100

CHECKED BY: NATURE — CERT. NO.	DATE	TOTAL TIME	EQUIPMENT CHECKED	TYPE OF CHECK	ERROR OR RESULTS	NEXT CHECK DUE	CHECKED BY: SIGNATURE — CERT. NO.
W.D. INSPECTION	12-12-97	1 hr	2398.44.	Tackled rickety, cleaned upstair and			
M.C.E. RUSTING				Replaced bearings. Run gear extraction both normal and emergency.			
M.C.E. RUSTING				Replaced bungie cords for Power "B"	NO 77-13-21 and 39-3093		
W.D. RUSTING				Rebuilding brake inspection. Installed new stud	PW 497-596 in		
W.D. RUSTING				Right and left service fittings. Replaced right link rod			
CHASMAN				body PW 20748-001 N/SU. Replaced main fuel screen			
2-13-21				PW 486-164 and gasket. Removed fuel selector valves			
12 MO.				Replaced 2" rings and lubed pulleys. Installed PW 149-1200			
				Selectors and PW 487-149 Solenoid. Replaced EMT Battery			
				and tested per PAR 91.207D. Replaced Right main Tire			
				Replaced reduction air filter Replaced and UL4235-08 Mustang			
In growth was found				Change. Replaced PW 460-901 Steel unweaving Elbow. Chg AD			
				75-12-06 and 39-2227 Fin returned Spare Inspection. Chg AD 68-13-03			
				and 39-727 Edge Cell Collaps Inspection. Chg AD 94-13-10			
				and 39-8951 Stabilizer Tubes Tube Inspection. Chg AD 76-07-12			
				and 39-3024 Bendix Mags Switch Inspection. Change battery			
				to checky That This wearent was inspected in accordance			
				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 SIGNED: [Signature]			
CRS-AT2P702K			
INSTALLED ALTITUDE, MOD: 01-200-103			
S/N 127450 CERTIFIED UNDER PAR			
43, APPENDIX A AND TESTED AS PER 91.411			
TO 20,000 FEET ON 8-28-00			
BY: DS2R 779K W.O. NO. 59696			
I CERTIFY THE STANCO SYSTEM TESTS REQUIRED BY F.A.R. PART 91.411 HAVE BEEN PERFORMED			
THIS DATE: 8-29-00 SIGNED: [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

AERO MOTIVE - 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. WORK PERFORMED/RETURNED TO SERVICE
8-28-00	Tech 2401.06 hr	Jacked fuselage, checked inspection and	
		replaced bearings hub and gear, replaced (1) landing on right bank	
		replaced (1) landing gear bank. Rod gear extraction both wheel	
		and emergency. Replaced last main tire. Served	
		checked and changed battery. Replaced wheel bolts in	
		both main wheels. Replaced shock needs in both main	
		gear. Checked fuel system, serviced brakes, checked	
		oil control cables. Replaced gear. Replaced	
		oil battery and tested per FAR 91.2070 battery check	
		Spot 02. Chd 76-07-12 and 35-3024 Brakes May Smith	
		inspection. Chd 76-08-13-03 and 35-727 Fuel cell insp	
		Chd 75-12-06 and 39-2227 Gear 1 (6) Forward Fin	
		Spine insp. Chd 77-13-21 and 35-3053 Landing gear	
		Proa B only bumpers replacement. I checked that this	
		inspector was inspected in accordance with and removal	
		Inspection and was found to be in accordance with	
		"VFR only"	
		James P.O. Smith	
		201542007	

MAINTENANCE RECORD

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	WORK
		INSTALLED ALTIMETER, MOD. 01-200-103 SIN 1274050 CERTIFIED UNDER PART 43, APPENDIX AND TESTED AS PER 91.411 TO 29,000 FEET ON 9124102 BY: 0520779K 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. [Signature] CRSAT2R702K	
		THIS TRANSPONDER SER. NO. 27150 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	
		10/7/02, Replaced	
		24R KMS-80	
		by Beau-Rabell	
		+ 9th ed. 2000	
		Phyl Smith	

SERIAL NO.

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

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

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
11/23/02	Tach 2402.	2371 Inspected Aircraft, cleaned inspected and lubed bearings. Ran engine Retraction both normal and emergency. lubed gear. Serviced battery and bents fluid levels. Checked all control cables Tension and lubed controls.	Checked all
	Ran light check.	OK FOR 11.2070 TEST inspection and TEST.	Checked fuel screen.
	Battery Out Nov 04	Replaced battery per Whys cables at battery box. Reinstalled brake master cylinders left.	
	Replaced Master Tires.	Revised at 08 knots. Replaced master cylinders in cockpit. OK NO 68-1303 Fuel Cell Inspection.	
	Mag Switch inspection.	OK NO 68-1303 Fuel Cell Inspection.	
	OK NO 7512-06 (Bent 103)	Returned for Spare inspection.	
	OK NO 64-13-10	Stabilizer Inspection	

I CERTIFY THAT THIS AIRCRAFT HAS BEEN
 INSPECTED IN ACCORDANCE WITH A
 General Inspection AND WAS
 DETERMINED TO BE IN AIRWORTHY
 CONDITION.
 James P. O'Hall
 101542027

0/15

F.A.R. 43.9

DATE OF COMPLETION	AIRCRAFT TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED OR APPROVED DATA USED	WORK
F.A.R. 43.9			

405-382-2180

Serial #24-2787

Complied with Annual Inspection (AW Piper Maintenance Manual, and FAR 43 Appendix D. Inspected controls, cables, and fixed structures with no defects noted. Inspected all pneumatic, electrical, and systems. Cleaned, inspected and repacked wheel bearings. Replaced Nose, Left, and Right tire and new 6 00x6. Landing gear retraction and extension checks performed in normal and emergency ops checked good. New and recurring AD's checked and complied with applicable, list attached in back of book. ELT tested good and battery replaced, next due June 2018. All work done in accordance with Piper Maintenance Manual, and FAR 43 Appendix D. This aircraft has been inspected (AW an Annual Inspection and is approved for return to service.

Scott D. Lee
A/P 3728276

Ernesto Garcia
A/P IA 2846376

Ernesto Garcia
A/P IA 2845378

8/15/16

2408.75

NEOLACEO M3ET + R1GHT GEAR

Scott

SERIAL NO
127450

...ED INDICATOR

F.A.R. 43.9

AGENCY & CERTIFICATE NO.
WORK PERFORMED/RETURNED TO BUREAU

12021 N Hwy 99
Seminole, OK 74868
405-382-2180

TTAF: 2408.31
Tach Time: 2408.31

Inspection and is approved for return to service

Ernesto Garcia
A/P 1A 2845378

01110
0027

SCOTT D. WISE MR 3708276
Kurt A

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

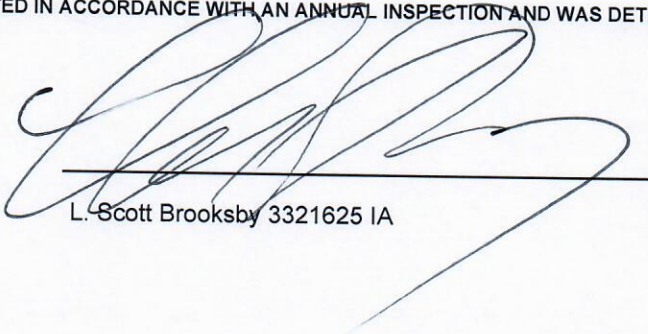
AD 77-13-21 replaced bungee cords next due in 3 years, complied with SL 782B next due in 500 hours. at 2962.54

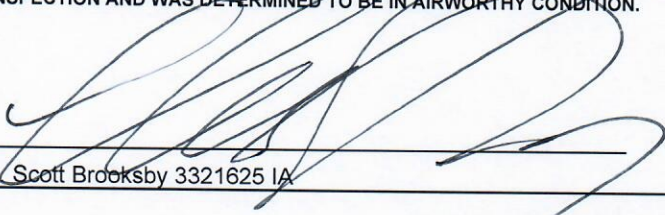
AD 94-13-10 stabilator torque tubes complied with by inspection

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 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	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

replaced with
new style

n/a

done at
overhaul

N/A BY SN

n/a

n/a

n/a

n/a

n/a

n/a

due at 2000
SMOH

n/a

n/a

n/a

n/a

n/a

<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	03/30/04	n/a
<u>2004-10-14</u>	<u>PDF</u>	Yes	installation	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:
--------------	----------------	--

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:
----------------------	----------------	------------------	---------------------	---------------	------

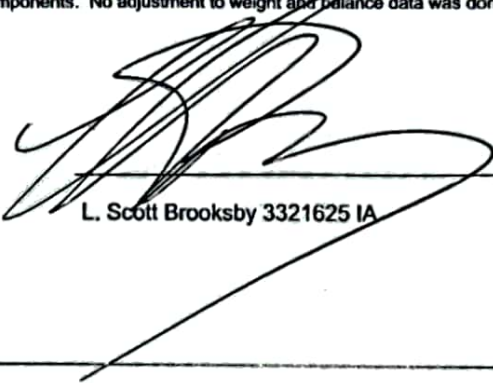
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00		Supersedes:	Due:n/a
Method:			SB#:
Terminated by: N/S BY SN			SB#:
Name:	Sig.	Cert.	Date:

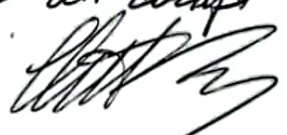
AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66				SB#:	
Name:	Sig.	Cert.	Date:		

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 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

Shipping Address

Sequim, WA 98382
Phone :
Email :

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

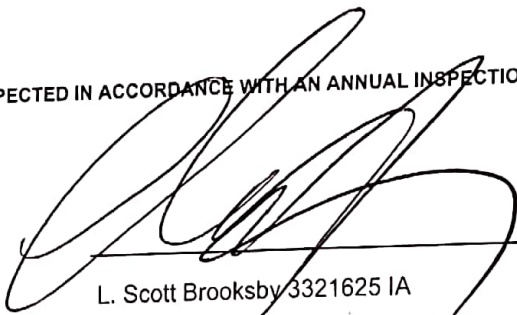
AD 75-12-06 fin forward spar c/w by inspection

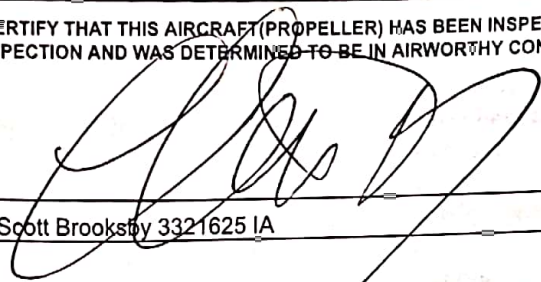
AD 77-13-21 replaced bungee cords next due in 3 years, compliance with SL 782B next due at 2962.54

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
<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
<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

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>96-23-03</u>	<u>PDF</u>	No			

<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	Superseded by	08/16/11
<u>2011-26-04</u> PDF	Yes	Superseded by	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:
--------------	----------------	----------------------------------

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.		

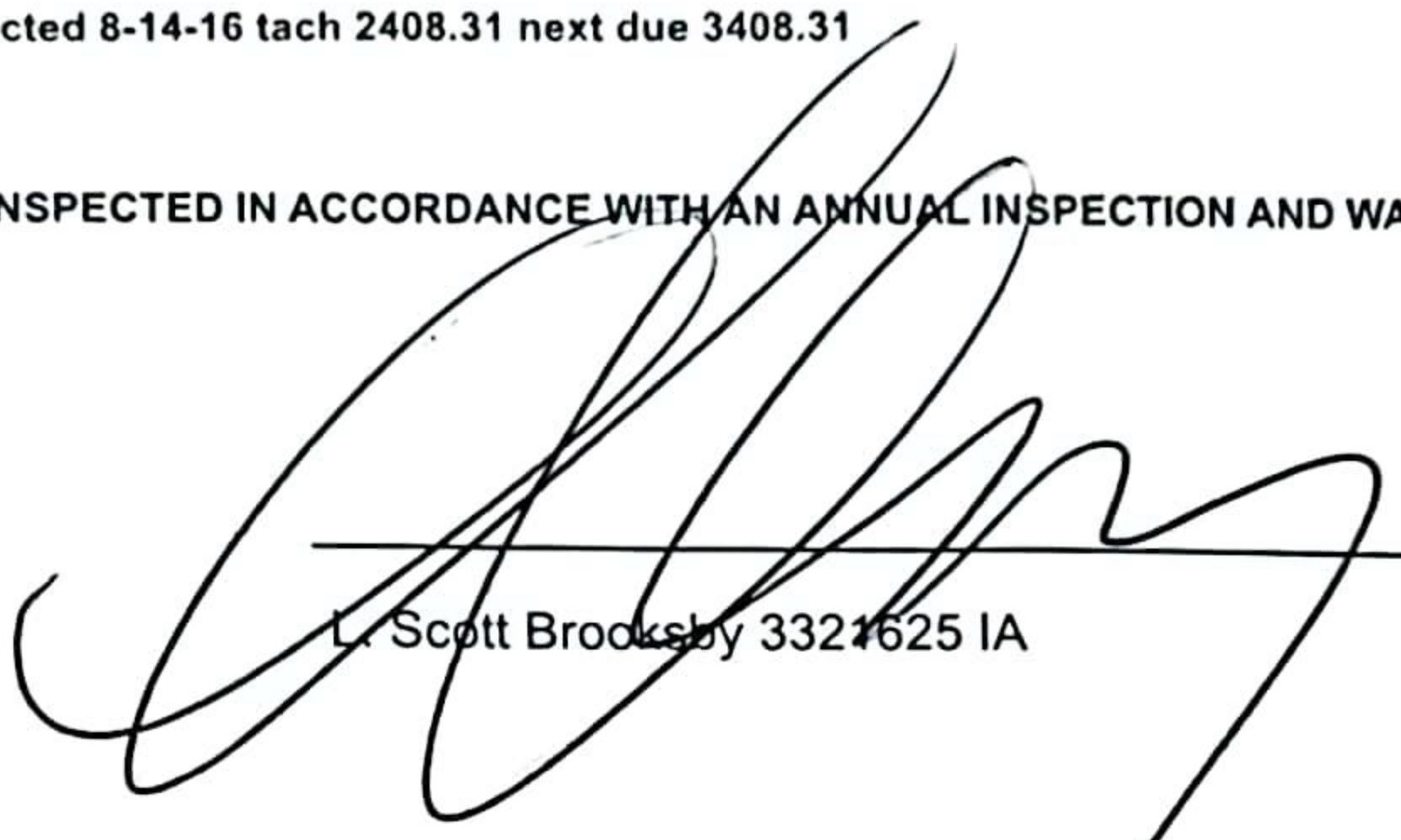
AD 99-05-09	Amdt. 39-11057	Issued: 03/03/99	Effective: 03/19/99	Recurring: No	Hrs: Due: n/a
Subject: Facet - Purolator Products Induction Air Filters Installed On Piper PA-23, PA-24, PA-28, PA-32 And PA-34			Supersedes:		SB#:
Method:					SB#:
Terminated by:					Date:
Name:		Sig.	Cert.		

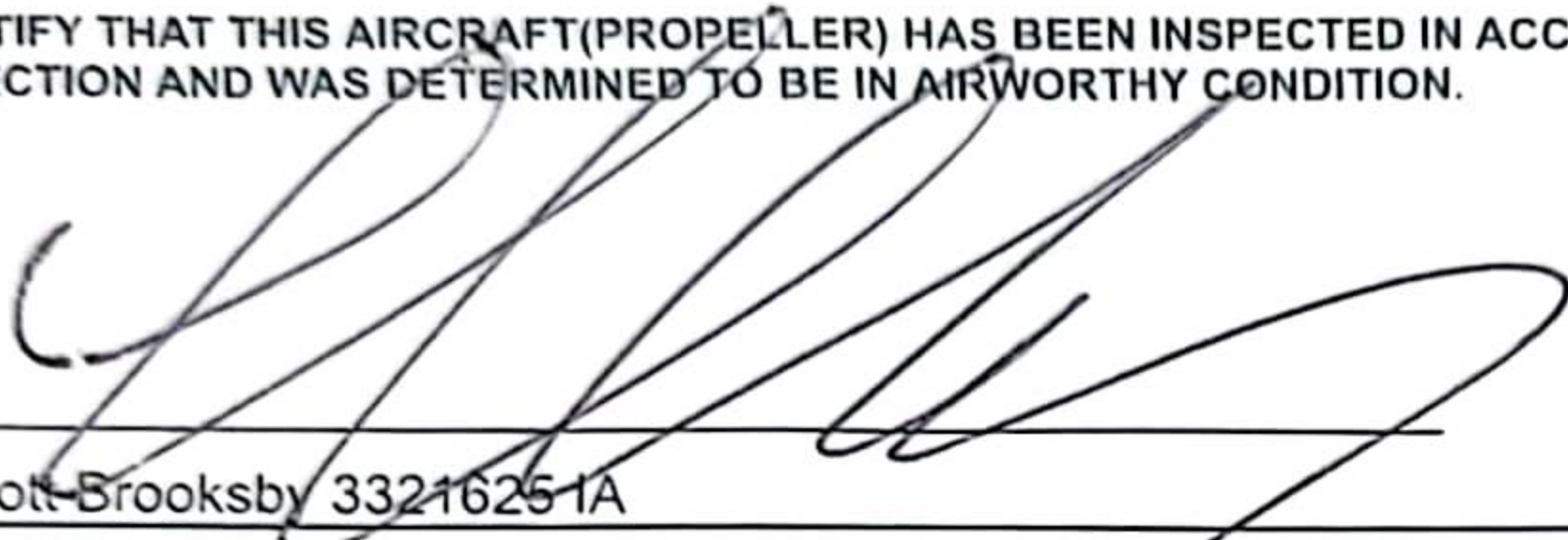
AD 2001-23-17	Amdt. 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs: Due: n/a
Subject: GARMIN Int'l. GNS 430 Units - Deviation And Flag Outputs; Part Number 011-00280-00			Supersedes:		SB#:
Method:					SB#:
Terminated by: N/S BY SN					Date:
Name:		Sig.	Cert.		

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:
----------------	---------------	------------------	---------------------	---------------	------

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 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	Superseded by	01/31/06
<u>2005-26-10</u>	<u>PDF</u>	No	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	Superseded by	03/12/08
<u>2008-06-51 E</u>	<u>PDF</u>	Yes	Superseded by	04/29/08
<u>2008-08-14</u>	<u>PDF</u>	Yes	Superseded by	08/14/08 only applies to fuel injected
<u>2008-14-07</u>	<u>PDF</u>	Yes	Superseded by	10/20/08
<u>2008-19-05</u>	<u>PDF</u>	Yes	Non-TC Holder- Precision Airmotive RSA-5 & RSA-10 series fuel injection servos	02/09/09 n/a
<u>2009-02-03</u>	<u>PDF</u>	Yes	Non-TC Holder - ECI cylinder assemblies; P/N AEL65102 Series	02/04/10 n/a
<u>2009-26-12</u>	<u>PDF</u>	Yes	Superseded by	08/16/11
<u>2011-15-10</u>	<u>PDF</u>	No	Superseded by	01/25/12
<u>2011-26-04</u>	<u>PDF</u>	Yes	Superseded by	

<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>R1</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:
---------------------	-----------------------	---

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:		

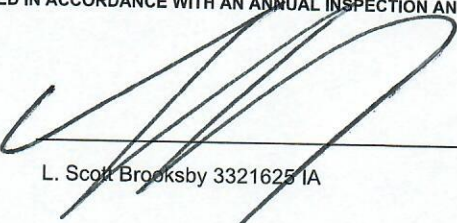
AD 2001-23-17	Amdt 39-12516	Issued: 12/03/01	Effective: 12/28/01	Recurring: No	Hrs:
Subject: GARMIN Int'l GNS 430 Units - Deviation And Flag Outputs, Part Number 011-00280-00			Supersedes:		Due n/a
Method					SB#
Terminated by: N/S BY SN					SB#
Name	Sig	Cert	Date:		

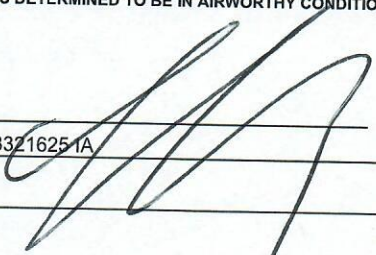
AD 63-22-03	Amdt 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		Due:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					SB#:
Name	Sig	Cert	Date:		

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	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 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>	<i>07/19/05</i>	<i>N/A by SN</i>
<u>2006-10-21</u>	<u>PDF</u>	No	<i>Replacement: ECi connecting rods, P/N AEL11750 Superior Air Parts Cylinder Assembly</i>	<i>06/22/06</i>	<i>N/A</i>
<u>2007-04-19</u>	<u>RI PDF</u>	No	<i>removal</i>	<i>06/01/07</i>	<i>N/A</i>

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:
--------------	----------------	--

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:

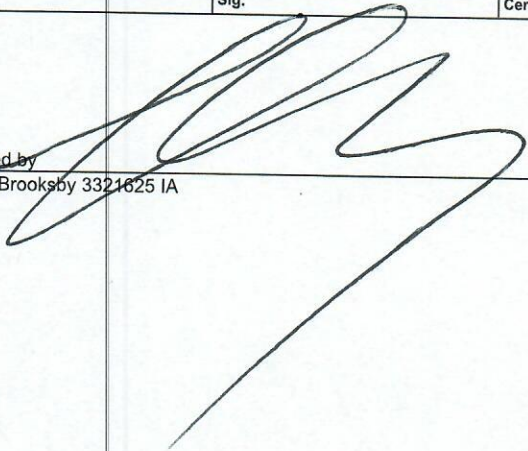
AD 63-22-03	Amdt. 636	Issued: 05/16/05	Effective: 12/02/63	Recurring: No	Hrs:
Subject: Marvel-Schebler Model MA4-5 Carburetors - Replacement of Primary & Main Venturi			Supersedes:		Due:
Method:					SB#:
Terminated by: SINGLE PIECE VENTURI INSTALLED. 9-1-66					SB#:
Name:		Sig.	Cert.	Date:	

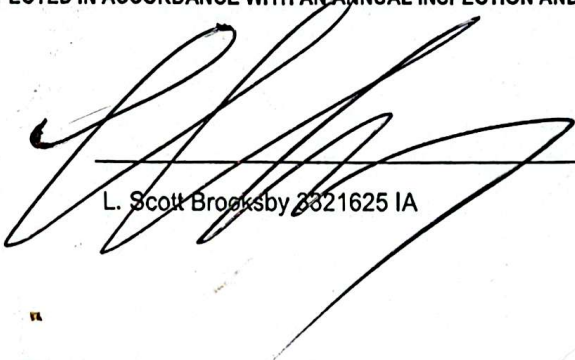
AD 69-24-03	Amdt. 39-881	Issued: 05/22/05	Effective: 11/29/69	Recurring: No	Hrs:
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - SB A1-69 Clean Carburetor & Inspect Drain Plug Cavity			Supersedes:	Due:	
Method:			SB#:		
Terminated by: INSPECTED AND DRAINED			SB#:		
Name:		Sig.	Cert.	Date:	

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



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

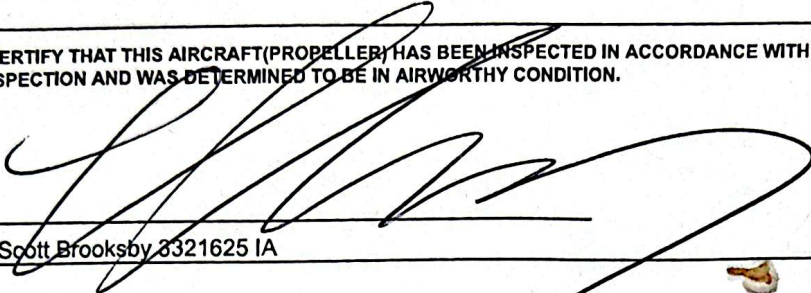
25 May 2024		Engine Log Entry		N7576P	
Hobbs:	105.80	Airframe TT:	2556.91	ELT Battery TT (sec):	58 sec
Tach:	2556.91	Engine TT:	1361.91	Engine TSMOH:	43.36
		Prop TT:	2413.91	Prop TSMOH:	43.36
Altimeter Due: (FAR 91.411)	10/31/2024 0:00:00	Transponder Due: (FAR 91.413)	10/31/2024 0:00:00	ELT Battery 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	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>99-05-02</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	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
			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 11/03/15 not fuel injected
<u>2015-19-07 PDF</u>	Yes	Connecting rod small end bushings	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. 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:
--------------	----------------	----------------------------------

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:
----------------	---------------	------------------	---------------------	---------------	------

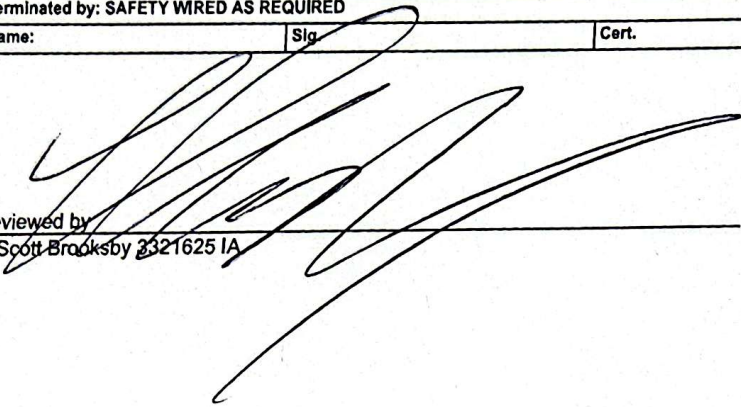
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:		Due:	
Method:				SB#:	
Terminated by: SAFETY WIRED AS REQUIRED				SB#:	
Name:		Sig.		Date:	

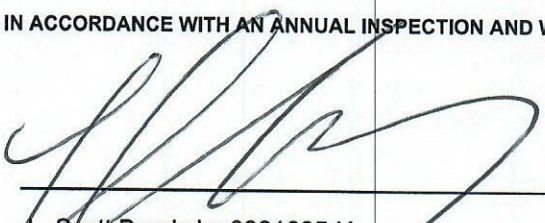
Reviewed by

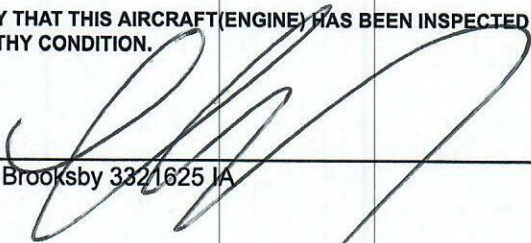
L. Scott Brooksby 3321625 IA

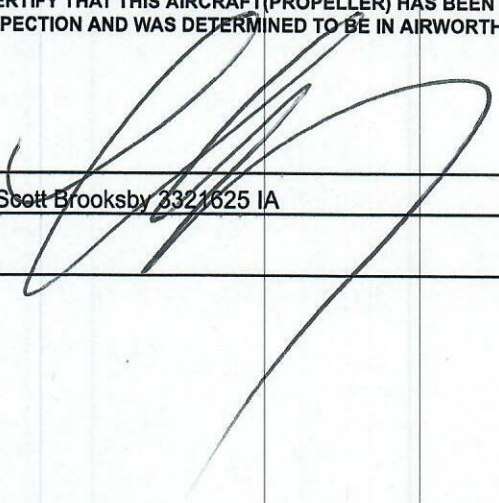
Subject: Marvel-Schebler MA-3, -4, -5, -6 & HA-6 Carburetors - Inspection Of Throttle Arm To Prevent Separation		Supersedes:	Due:
Method:		SB#:	
Terminated by: SAFETY WRED AS REQUIRED		SB#:	
Name:	Sig.	Cert.	Date:

Reviewed by _____
L. Scott Brooksby 3321625 IA



		03 June 2025	Airframe Log Entry	N7576P
Hobbs:	177.80	Airframe TT:	2606.44	ELT Battery TT (sec): 10 sec
Tach:	2606.44	Engine TT:	1411.44	Engine TSMOH: 92.89
		Prop TT:	2463.44	Prop TSMOH: 92.89
Altimeter Due: (FAR 91.411)	10/31/2026 0:00	Transponder Due: (FAR 91.413)	10/31/2026 0:00	ELT Battery Due: Nov 26
Performed annual inspection with reference to FAR 43 Appendix D and Piper Comanche PA-24-250 Service manual. Checked elt. 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 3321625 IA				

03 June 2025		Engine Log Entry		N7576P	
Hobbs:	177.80	Airframe TT:	2606.44	ELT Battery TT (sec):	10 sec
Tach:	2606.44	Engine TT:	1411.44	Engine TSMOH:	92.89
		Prop TT:	2463.44	Prop TSMOH:	92.89
Altimeter Due: (FAR 91.411)	10/31/2026 0:00:00	Transponder Due: (FAR 91.413)	10/31/2026 0:00:00	ELT Battery Due:	Nov 26
Engine compressions 1-78 2-76 3-78 4-76 5-76 6-77. 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), (i), and (j). I CERTIFY THAT THIS AIRCRAFT(ENGINE) HAS BEEN INSPECTED AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.  L. Scott Brooksby 3321625 JA					

03 June 2025		Propeller Log Entry		N7576P	
Hobbs:	177.80	Airframe TT:	2606.44	ELT Battery TT (sec):	10 sec
Tach:	2606.44	Engine TT:	1411.44	Engine TSMOH:	92.89
		Prop TT:	2463.44	Prop TSMOH:	92.89
Altimeter Due: (FAR 91.411)	10/31/2026 0:00:	Transponder Due: (FAR 91.413)	10/31/2026 0:00:00	ELT Battery Due:	Nov 26
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	07/30/59	n/a by sn
<u>59-13-02</u>	<u>PDF</u>	No	sprocket stud	10/01/59	n/a by sn
<u>59-26-02</u>	<u>PDF</u>	No	Aileron balance	01/15/60	n/a by sn
<u>60-24-03</u>	<u>PDF</u>	No	weight	12/19/60	n/a by sn
<u>61-16-06</u>	<u>PDF</u>	No	Fuel cell vent tubes	08/31/61	Installed new 1980 see 337
<u>61-20-02</u>	<u>PDF</u>	Yes	Fuel vent tubes	10/20/61	n/a by sn
<u>62-10-03</u>	<u>PDF</u>	No	Fuel selector valve handles	04/26/62	n/a by sn
<u>62-26-05</u>	<u>PDF</u>	No	Exhaust stack	12/05/62	new muffler part 24506-00 installed 1-3-65
<u>63-27-03</u>	<u>PDF</u>	No	reinforcemen t	01/23/64	chanced 25 amp cb to 30 amp
<u>64-10-04</u>	<u>PDF</u>	No	Aileron counterweigh t bay rework	05/12/64	removed vanes 9-1-66
<u>64-22-03</u>	<u>PDF</u>	No	Exhaust system	09/28/64	kit 754-475 installed 10/22/1962
<u>65-11-04</u>	<u>PDF</u>	No	Landing gear retraction	05/15/65	n/a by sn
<u>65-25-03</u>	<u>PDF</u>	no	motor circuit	12/10/65	kit 756-911 installed 8-6-65
<u>68-05-01</u>	<u>PDF</u>	no	Carburetor air box	03/05/69	terminated recurring status
<u>68-13-03</u>	<u>PDF</u>	Yes	deflector vanes	03/05/69	kit 756-775 installed
<u>72-22-05</u>	<u>PDF</u>	No	Landing gear safety switch	12/26/74	installed piper kit 760277 5-20-69
<u>74-10-03 R</u>	<u>PDF</u>	No	Stabilator control	01/01/74	marked on airspeed indicator
<u>74-13-01</u>	<u>PDF</u>	No	system	06/18/74	4-15-75
<u>74-13-03</u>	<u>PDF</u>	no	Nose landing gear drag link clevis	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	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		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	Superseded by Superseded by 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	Superseded by	07/10/92	n/a
<u>93-02-05</u>	<u>PDF</u>	Yes	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>	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	<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>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
<u>The Following</u>			<i>Revised inspection intervals: magneto riveted & snap-ring impulse coupling assemblies</i>		
<u>2005-12-06</u>	<u>PDF</u>	Yes	<i>Replacement: ECi connecting rods, P/N AEL11750</i>	07/19/05	N/A by SN
<u>2006-10-21</u>	<u>PDF</u>	No	<i>Superior Air Parts Cylinder Assembly removal</i>	06/22/06	N/A
<u>2007-04-19</u>	<u>R1 PDF</u>	No		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:
---------------------	-----------------------	---

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 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

