

Aircraft Record General Information

Manufacturer Piper Model PA-32 RT-300
Serial 32R-7885221 Registration Number N39428
Date of Manufacture 1978

Engine(s) currently installed:

Manufacturer Lycoming Model IO-540 Serial _____
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer _____ Model _____

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Oracle Aviation LLC
12916 Millard Airport Plaza
Omaha, NE 68137



www.oracleaviation.com
402.934.5300

Tail #	Tach	Date
N39478	3888.2	1/27/16

Reseal left brake caliper, Rebleed brake. Aircraft is approved for return to service.

Barry D. Daniels II
A&P 3439929

Inspections, Tests, Repairs and Alterations
Recorded with Name, Rating and Certificate Number of
Repair Facility. (See back pages for other specific entries.)



05/03/2016 11:12 8163294010

KC FSDO



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office

901 Locust St., Room 100
Kansas City, MO 64106
(816) 329-4000 (E)
FAX (816) 329-4001

FACSIMILE- SPECIAL FLIGHT PERMIT

*THIS AUTHORIZATION MUST BE DISPLAYED IN THE AIRCRAFT
IN ACCORDANCE WITH 14 CFR 91.203(b)*

This permit is for the ferry flight of aircraft N39478, Make: PIPER, Model: PA-32RT-30
7885221, and is authorized for a flight from KIXD to KM41 via DIRECT effective 5/4/2016
arrival at destination or 5/14/2016.

THE FOLLOWING LIMITATIONS APPLY

1. All flights shall be conducted under **VMC (VFR) DAY CONDITIONS ONLY**, unless otherwise authorized.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office

901 Locust St. Room 403
Kansas City, MO 64106
(816) 329-4000 (800) 519-3289
FAX (816) 329-4010

FACSIMILE- SPECIAL FLIGHT PERMIT


*THIS AUTHORIZATION MUST BE DISPLAYED IN THE AIRCRAFT
IN ACCORDANCE WITH 14 CFR 91.203(b)*

This permit is for the ferry flight of aircraft N39478, Make: PIPER, Model: PA-32RT-300, Serial No.: 32R-7885221, and is authorized for a flight from KIXD to KM41 via DIRECT effective 5/4/2016, expiring upon arrival at destination or 5/14/2016.

THE FOLLOWING LIMITATIONS APPLY

1. All flights shall be conducted under **VMC (VFR) DAY CONDITIONS ONLY**, unless other wise authorized.
2. Persons or property must not be carried for compensation or hire.
3. The aircraft must be operated only by airmen holding current private pilot certificate or higher, with appropriate ratings in accordance with 14 CFR Part 61.
4. No person may be carried in the aircraft unless he/she is essential to the purpose of the flight, and has been advised of the contents of this authorization and of the airworthiness status of the aircraft.
5. All flights must be conducted in compliance with applicable general operating rules of 14 CFR Part 91.
6. All flights must be conducted to avoid areas having heavy air traffic, cities, towns, villages and congested areas, or any other area where flights might create hazardous exposure to persons or property.
7. **PRIOR TO FLIGHT** an entry must be made in the aircraft records by a FAA certificated mechanic, or appropriately rated repair station, certifying that the aircraft is safe for the intended flight.
8. The aircraft must display the current U.S. registration marks and certificate, as required by applicable Federal Aviation Regulations.
9. This special flight permit is valid for one flight only with fuel stops as necessary.
10. Airworthiness Directive pertinent to this make and model aircraft requiring accomplishment before further flight, must be complied with before flight is initiated. This is not applicable to an appliance if the aircraft can be safely operated without the item. The appliance must be rendered inoperative for flight and so placarded.
11. Operation of this aircraft is subject to the approval of the registered aircraft owner.
12. Landing gear operation ☒ Normal ☐ Extended
Flap Operation ☒ Normal ☐ Extended ☐ Retracted
Airspeed ☒ Normal ☐ Knots _____
13. Additional Limitations:
None

Date of Issuance: 5/3/2016


David Wood

Signature of FAA Representative
CE-FSDO-05

YEAR 20 <u>16</u> DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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N 394781

Date June 9, 2016

Altimeter and Static System Tests performed to comply with FAR 91.411. Altimeter has been tested to

20,000

ft.

Make & Model Embraer SD120-232

S/N SRA 9668

W/O 16206

Signature [Signature]

Bondurant Avionics, Inc.

Metro Airport

11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

N 394781

Date June 9, 2016

Altimeter and Static System Tests performed to comply with FAR 91.411. Altimeter has been tested to

20,000

ft.

Make & Model Embraer SD120-232

S/N A366

W/O 16206

Signature [Signature]

Bondurant Avionics, Inc.

Metro Airport

11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

N 394781

I certify that the ATC Transponder

Model Bendix King KT76C

S/N 9696

as installed in this aircraft has been tested as required by FAR 91.413 and meets the requirements of Part 43 Appendix F for Class I or II operation. W.O. 16206

Bondurant Avionics, INC

Phone: (622) 895-2297

FAA REPAIR STATION #SU4R531M

Authorized Signature [Signature]

FORM#411

Date June 9, 2016

YEAR

20

16

RECORDING
TACH
TIMETODAY'S
FLIGHTTOTAL
TIME IN
SERVICE**Description of Inspections, Tests, Repairs and Alterations**

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

Oct 01, 2016

Piper Lance PA-32RT-300 SN 32R-7885221 N39478 Total Time 3941.23 Tach 746.5 > Hedges

Preformed Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due Oct. 2016

Checked AD's Through This Date.


CW Repetitive 2011-10-09 Horizontal Stabilizer control cables and turnbuckles. Due Ea 100 Hours. Due Tach 4041.23 or Sept 2017

CW Repetitive AD 76-07-12 Ops Check of Ignition Switches Due Ea 100 Hours Next Due Tach 4041.23

CW Repetitive AD 78-23-01 Fuel Drain Door Paragraph (b), No defects noted Due Ea 100 hours Next Due Tach 4041.23 or Sept 2017

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and a list of discrepancies and unairworthy items have been provided for the aircraft owner.


Donald Eaves A&P 1984259 IA

YEAR
20

RECORDING
TACH

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

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

Oct 01, 2017

Piper Lance PA-32RT-300 SN 32R-7885221 N39478 Total Time 3941.23 Tach 746.5

Aircraft Was Opened for an Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

IA's list of discrepancies and unairworthy items repaired are:

Engine mount discovered to have cracks in the lower left hand welded cluster described in Piper SB955 and AD 93-05-10 both were previously complied with. The engine mount was removed and repaired by Aerospace Welding Minneapolis Inc. and reinstalled with new hardware as needed.

Nose Landing Gear was removed, reinstalled with new hardware as needed, New Clevis Bolts, Nuts, Bushings, New Springs PN's 2 ea 67168-00 nose gear arm (inner), 3 ea 67169-00 nose gear arm (outer) and service. Left Main Gear Pivot Bearing and Clevis Bolt Replaced., Landing gear was rigged and, adjusted IAW Service Manual and operationally checked for normal and emergency operation. New Nose wheel bearings were greased and replaced with new Felt washers.

Engine was reinstalled with New Engine Lord Mounts, Clamps and Hardware as needed, all controls were adjusted and Engine was operated, no problems or leaks noted.

Prop Governor was removed for leaking, It Was returned to service by Aircraft Accessories of Oklahoma, reinstalled with new gasket, engine run, max RPM set, prop operationally checked, no problems or leaks noted.

Additional maintenance: Air-conditioning system, hoses fittings, Thermal Expansion Valve and Compressor were replaced serviced and operationally checked.

Removed Engine Heater Probes and installed CHT Bayonet Probes, replacing CHT Sparkplug Gaskets, Replaced Missing Intake Spacer.

Inspection panels, cowling, fairings, interior panels and seats removed for Annual inspection and repair, were reinstalled.

Charles Wylie Thomas

Charles Wylie Thomas A&P 3198745

March 01, 2018

Piper Lance PA-32RT-300 SN 32R-7885221 N39478 Total Time 3995.71 Tach 807.8 *> 1st abbs*
54.48 Hours Flown Since Last Annual Inspection.

Performed Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

ELT Inspected IAW FAR 91.207(d) 1 thru 4. Battery Due *May 2021* *OC*

Checked AD's Through This Date.

CW Repetitive AD 2011-10-09 Horizontal Stabilizer control cables and turnbuckles. Due Ea 100 Hours. Due Tach 4095.71 or Feb. 2019

CW Repetitive AD 76-07-12 Ops. Check of Ignition Switches Due Ea 100 Hours Next Due Tach 4095.71

CW Repetitive AD 78-23-01 Fuel Drain Door Paragraph (b), No defects noted Due Ea 100 hours Next Due Tach 4095.71 or Jan. 2018

CW AD 2017-14-04 Inspect and See That All Oil Hoses Comply With TSO-C53a, Type D.

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and Found To Be In An Airworthy Condition

Donald Eaves

Donald Eaves A&P 1984259 IA

YEAR
20

RECORDING
TACH

TODAY'S
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

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

Oct 01, 2017

Piper Lance PA-32RT-300 SN 32R-7885221 N39478 Total Time 3941.23 Tach 746.5

Aircraft Was Opened for an Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

IA's list of discrepancies and unairworthy items repaired are:

Engine mount discovered to have cracks in the lower left hand welded cluster described in Piper SB955 and AD.93-05-10 both were previously complied with. The engine mount was removed and repaired by Aerospace Welding Minneapolis Inc. and reinstalled with new hardware as needed.

Nose Landing Gear was removed, reinstalled with new hardware as needed, New Clevis Bolts, Nuts, Bushings, New Springs PN's 2 ea 67168-00 nose gear arm (inner), 3 ea 67169-00 nose gear arm (outer) and service. Left Main Gear Pivot Bearing and Clevis Bolt Replaced., Landing gear was rigged and, adjusted IAW Service Manual and operationally checked for normal and emergency operation. New Nose wheel bearings were greased and replaced with new Felt washers.

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Additional maintenance: Air-conditioning system, hoses fittings, Thermal Expansion Valve and Compressor were replaced serviced and operationally checked.

Removed Engine Heater Probes and installed CHT Bayonet Probes, replacing CHT Sparkplug Gaskets, Replaced Missing Intake Spacer.

Inspection panels, cowlings, fairings, interior panels and seats removed for Annual inspection and repair, were reinstalled.

Charles Wylie Thomas

Charles Wylie Thomas A&P 3198745

Piper Lance PA-32RT-300 SN 32R-7885221 N39478 Total Time 3995.71 Tach 807.8 7100 lbs
54.48 Hours Flown Since Last Annual Inspection.

ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due May 2021
Checked AD's Through This Date.

Checked AD's Through This Date.

CW Repetitive AD 2011-10-09 Horizontal Stabilizer control cables and turnbuckles. Due Ea 100 Hours. Due Tach 4095.71 or Feb. 2019

CW Repetitive AD 76-07-12 Ops Check of Ignition Switches Due Ea 100 Hours Next Due Tach 4095.71

CW Repetitive AD 78-23-01 Fuel Drain Door Paragraph (b), No defects noted Due Ea 100 hours Next Due Tach 4095.71 or Jan. 2018

CW AD 2017-14-04 Inspect and See That All Oil Hoses Comply With TSO-C53a, Type D.

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and Found To Be In An Airworthy Condition

Donald Eaves
Donald Eaves A&P 1984259 IA

Donald Eaves A&P 1984259 1A

[illegible]

YEAR

DESCRIPTION

TODAY'S

TOTAL

Description

Alterations

Number of
(ic entries.)

Sept 11, 2018

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time AC 4002.18 Tach 815.4 ~~7146.2~~ *SK*

Removed Textron Lycoming IO-540-K1G5D Engine SN RL-20095-48A.

Installed Textron Lycoming IO-540-K1G5 Engine SN RL-18988-48E,

In Accordance With FAA STC SA01820WI and STC Modification

Instructions. See 337 Dated This Date. Fuel Lines Not Supplied By Lycoming

Were Replaced With Hoses Built From Aeroquip 303 Hose and Aeroquip 491

Hose Fitting Each Pressure Checked For Leaks To Aeroquip Max Operating

Pressure For Its Size. Oil Cooler Hose Assemblies Meet TSO-C53a, Per AD

2017-14-04 Requirements The Hoses Were Pressure Checked To Max

Operating Pressure For Its Size Then Fire Sleeves Were Replaced.

Engine Starter Was Replaced With FAA PMA Sky-Tech PN 149NL

SN H-S012234 Installed Per Sky-Tech Installation Instructions ST25001.

Vacuum Pump Replaced With Rapco PN215CC, SN 178144.

Battery Replaced With Concord RG35AXC SN 40946343.

This Aircraft Is Returned To Service.



Donald Eaves

IA 1984259 A&P

YE/
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DAY

Prop Guard Installation


Description of Inspections Tests Repairs and Alterations

Certificate Number of
other specific entries.)

November 30, 2018

Piper Lance PA-32RT-300 SN 32R-7885221

Installed Prop-Guard Protective Tape Per STC SP00582NY



Donald Eaves A&P 1984259 IA

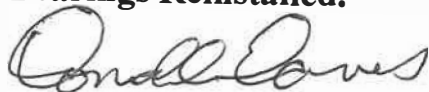
Sept 11, 2018

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time AC 4002.18 Tach 815.4

Replaced Both Main Tires With Dresser Monster Recapped Tires, Cleaned
Inspected Wheels Lubed Bearings Inspected Brake Pads Reinstalled.
Performed Landing Gear Check To Ensure Tire Clearance.

Nose Tire Replaced Cleaned Inspected Wheels Replaced Bearings Lubed
Bearings Reinstalled.



Donald Eaves

IA 1984259 A&P

YEAR 20 ____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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April 8, 2019

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time Tach 4017.97 ~~Current Hobbs 834.0~~ *7144.5 OK*

22.6 Tach Hours Flown Since Last Annual Inspection 26.2 Hobbs.

Preformed Annual Inspection IAW Lance Service Manual Annual Inspection Check List.

ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due May 2021.

Checked AD's Through This Date.

Per AD 2017-14-04 PCW All Oil Cooler Hose Assemblies Meet TSO-C53a, Requirements

See Engine Swap Log Entry Dated Sept 11, 2018.

CW Repetitive AD 2011-10-09 Horizontal Stabilizer control cables and turnbuckles. Due Ea

100 Hours. Due Tach 4117.97 or April 2020.

CW Repetitive AD 76-07-12 Ops Check of Ignition Switches Due Ea 100 Hours Next Due

Tach 4117.97

CW Repetitive AD 78-23-01 Fuel Drain Door Paragraph (b), No defects noted Due Ea 100

hours Next Due Tach 4117.97 or April 2020

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products

Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft

Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and

Found To Be In An Airworthy Condition

Donald Eaves

Donald Eaves A&P 1984259 IA

Date 01/02/2020

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

INSTALLED ADSB OUT By Replaced existing rear white position light with uAvionix tailBeacon assembly, Part # UAV-1002183-001 in accordance with tailBeacon STC Installation Guide, Document # UAV-1002514-001. Used existing position light circuit and confirmed appropriate per AC43.13-1B Chapter 11, Section 5&6. See 337 Dated This Date.



Donald Eaves IA 1984259 A&P

Sept. 2021 - updated soft ware in tail
beacon to ADSB to v1.5.1

Axis Runway

Donald Eaves IA 1984259

N394781

Date Aug 12, 2020Altimeter and Static System Tests performed to comply
with FAR 91.411. Altimeter has been tested to 20,000 ft.Make & Model Typical SSD 120 RS232S/N SRA-9668W/O 17450Signature J Bondurant**Bondurant Avionics, Inc.**Metro Airport
11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

N394781

Date Aug 17, 2020Altimeter and Static System Tests performed to comply
with FAR 91.411. Altimeter has been tested to 20,000 ft.Make & Model United Inst 5934P.1S/N A366W/O 17450Signature J Bondurant**Bondurant Avionics, Inc.**Metro Airport
11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

Airs and AlterationsI Certificate Number of
or other specific entries.)
Aug 2022

N 394781

I certify that the ATC Transponder

Model Bendix King KT76CS/N 9696as installed in this aircraft has been tested as required by FAR 91.413
and meets the requirements of Part 43 Appendix F for Class I or II
operation. W017450

Bondurant Avionics, INC

Phone: (622) 895-2297

FAA REPAIR STATION #SU4R531M

Authorized

Signature J Bondurant

FORM#411

Date Aug 17, 2020

August 6, 2020

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time Airframe Time = Tach 4058.33, 40.36 Hrs From Last Annual.

Performed Annual Inspection IAW Appendix D to Part 43 Scope and Detail of Annual Inspections Following Piper PA-32RT-300 Service Manual.

ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due May 20, 2021

Checked AD's Through This Date.

Complied With AD 2013-0213 Stabilizer Control System Turnbuckles and Cables. Next Due 7 Years or 2000 Hours Due 08/2027 or TTAF 6058.33 Hours Whichever Occurs 1st.

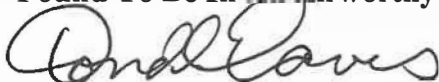
CW Repetitive AD 76-07-12 Ops Check of Ignition Switches Due Ea 100 Hours Next Due Tach 4158.33

CW Repetitive AD 78-23-01 Fuel Drain Door Paragraph (b), No defects noted Due Ea 100 hours Next Due Tach 4158.33 or Aug 2021

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

Both Brakes Pucks O Rings Replaced, Reinstalled and Bleed Brakes And Preformed Operation Check.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and Found To Be In ~~An~~ Airworthy Condition



Donald Eaves IA A&P 1984259

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d Alterations

(Date Number of
specific entries.)

March 5, 2021

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Repacked Nose Gear Strut' Replaced O-rings, Fill Port Gasket and Cap, Bleed and Serviced
With 5606J Hydraulic Fluid And Adjusted Height With Nitrogen.

Repaired Delaminated Fiberglass Air Intake On L/H Cowling With West System and 2"
Fiberglass Tape, Under and Over The Delamination.

Donald Eaves
Donald Eaves IA A&P 1984259

Engine Entries

June 24, 2021

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Bled Right Brake and Hand Brake Operational Checked.

Donald Eaves
Donald Eaves A&P 1984259 IA

I certify that the ATC Transponder

Model *Bendix King KI26C*

S/N *10384*

as installed in this aircraft has been tested as required by F. R 91A13
and meets the requirements of Part 43 Appendix F for Class I or II
operation. W.O.

Bondurant Avionics, INC

Phone: (622) 895-2297

F. R. REPAIR STATION #SU4R531M

Authorized
Signature
FORM#413

[Signature] *Aug 27, 2021*

Transponder / AH / Encoder

One Aug 31, 2022
[Signature]

Oct 2, 2021

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time Airframe Time = Tach 4110.33. 51.90 Hrs. Flown Since Last Annual.

ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due May 20, 2021

Checked AD's Through This Date.

Replaced Nose Gear Trunnion Purchased New From Boeing Piper Parts Supply. Installed It Serviced Nose Strut, Adjusted Nose Gear Doors and Preform Several Landing Gear Operations and Emergency Gear Extensions. And was Determined Airworthy.

Replaced The Front and Rear Mufflers With NICROCRAFT P/N PIM0004.

CW 1st Time AD2020-26-16 Inspecting the Lower Main Wing Spar Bolt Holes For Cracks

IF It Has Exccided 5000 Factored Service Hours. Logs Show 2 Stand Alone 100 Hr

Inspections. Aircraft TSN 4110 Hrs. $(2 \times 100 = 200)$ $(4110 - 200 = 3900 / 17 = 230 + 200 = 430$
Factored Service Hours) Recalculate Each Annual.

Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products

Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement..

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and
Found To Be In An Airworthy Condition



Donald Eaves IA A&P 1984259

Oct 1, 2022

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Total Time Airframe Time = Tach 4147.92. 37.59 Hrs. Flown Since Last Annual.

-Preformed Annual Inspection IAW Appendix D Part 43 Scope Detail Of Annual Inspections Referencing Cessna 182 Annual Inspection Check List.

-ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due Oct, 2028 (Date On Bottom)

-Checked AD's Through This Date.

-AD 2020-26-16, Updated Factored Service Hours Per AD Formula:

Logs Show 2 Stand Alone 100 Hr Inspections, TTAF 4147 Hrs.

$(2 / 100 \text{ Hr Insp} \times 100 = 200) (4147 \text{ TTAF} - 200 = 3947 / 17 = 232 + 200 = 432 \text{ Factored Service Hours})$ Recalculate Each Annual. Inspection Not Due Until 5000 Factored Service Hours.

-Repetitive AD 2013-02-13 Stabilizer Control System Turnbuckles and Cables. Next Due 7 Years or 2000 Hours Due 08/2027 or TTAF 6058.33 Hours Whichever Occurs 1st

-Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and Found To Be In An Airworthy Condition



Donald Eaves IA A&P 1984259

Date Sept 13, 2021
Altimeter and Static System Tests performed to comply
with FAR 91.411. Altimeter has been tested to _____

20,000 ft.
Make & Model Universal 5934P-1

S/N A366

W/O 17675

Signature [Signature]

Bondurant Avionics, Inc.

Metro Airport

11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

N39476

Date Sept 13 2021
Altimeter and Static System Tests performed to comply
with FAR 91.411. Altimeter has been tested to _____

20,000 ft.
Make & Model Transcend SSD 120GB

S/N SRA-9668

W/O 17675

Signature [Signature]

Bondurant Avionics, Inc.

Metro Airport

11299 Airport Rd.

Olive Branch, MS 38654

Phone: (662) 895-2297

FAA Repair Station #SU4R531M

Form#411

airs and Alterations

1 Certificate Number of
or other specific entries.)

N39478

I certify that the ATC Transponder

Model Bendix King KT76C

S/N 10384

as installed in this aircraft has been tested as required by FAR 91.413
and meets the requirements of Part 43 Appendix F for Class I or II
operation. W.O. 17675

Bondurant Avionics, INC

Phone: (622) 895-2297

FAA REPAIR STATION #SU4R531M

Authorized
Signature [Signature] Date Sept 13 2021
FORM#411

Date Sept 13, 2021
Altimeter and Static System Tests performed to comply with FAR 91.411. Altimeter has been tested to 20,000 ft.
Make & Model Cessna 182
S/N A366
W/O 17625
Signature [Signature]
Bondurant Avionics, Inc.
Metro Airport
11299 Airport Rd.
Olive Branch, MS 38654
Phone: (662) 895-2297
FAA Repair Station #SU4R531M
Form#411

39478
I certify that the ATC Transponder
Model Bendix King KT76C
S/N 10384
as installed in this aircraft has been tested as required by FAR 91.413 and meets the requirements of Part 43 Appendix F for Class I or II operation. W.O. 17625
Bondurant Avionics, INC
Phone: (622) 895-2297
FAA REPAIR STATION #SU4R531M
Authorized Signature [Signature] Date Sept 13, 2021
FORM 411

N39478
Date Sept 13, 2021
Altimeter and Static System Tests performed to comply with FAR 91.411. Altimeter has been tested to 20,000 ft.
Make & Model Transcend SSD 120K532
S/N SRA-9668
W/O 17625
Signature [Signature]
Bondurant Avionics, Inc.
Metro Airport
11299 Airport Rd.
Olive Branch, MS 38654
Phone: (662) 895-2297
FAA Repair Station #SU4R531M
Form#411

airs and Alterations
(Certificate Number of or other specific entries.)

Oct 1, 2022
Piper Lance PA-32RT-300 SN 32R-7885221 N39478
Total Time Airframe Time = Tach 4147.92. 37.59 Hrs. Flown Since Last Annual.
-Preformed Annual Inspection IAW Appendix D Part 43 Scope Detail Of Annual Inspections Referencing Cessna 182 Annual Inspection Check List.
-ELT Inspected IAW FAR91.207(d) 1 thru 4. Battery Due Oct, 2028 (Date On Bottom)
-Checked AD's Through This Date.
-AD 2020-26-16. Updated Factored Service Hours Per AD Formula:
Logs Show 2 Stand Alone 100 Hr Inspections, TTAF 4147 Hrs.
(2 / 100 Hr Insp x 100 = 200) (4147 TTAF - 200 = 3947 / 17 = 232 + 200 = 432 Factored Service Hours) Recalculate Each Annual Inspection Not Due Until 5000 Factored Service Hours.
-Repetitive AD 2013-02-13 Stabilizer Control System Turnbuckles and Cables. Next Due 7 Yea or 2000 Hours Due 08/2027 or TTAF 6058.33 Hours Whichever Occurs 1st
-Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby Turbo Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc. Airplane Flight Manual supplement.

I certify that this aircraft has been inspected in accordance with an Annual Inspection, and Found To Be In An Airworthy Condition
[Signature]
Donald Eaves IA A&P 1984259

YI May 7, 2022

2I Piper Lance PA-32RT-300 SN 32R-7885221 N39478

DI - Removed Garman GNS 430W and Replaced it With Avidyne IFD 440 Using Existing Rack,
Wiring, Circuit Breaker, and GA 35 WAAS Antenna. A Minor Alteration.

- The Removed and Replaced Garman GNS 430W Was 24 Volts, New 12 Volt Wiring Was Run
From Com 1 Circuit To Pins 11 and 12 and Operational Checks of The Avidyne IFD 440

- Performed by Autopilots Central, INC See Workorder AV22-05629 Closed On 4/14/2022.

- Maintenance and Troubleshooting Instructions: Is Found In FAA Approved Avidyne IFD 440
Manual. All Functions Of The Avidyne IFD 440 Are Described In The Owner's Manual.

- Electrical Load Does Not Exceed 80% Of Alternator Load.

- Pilots Operating Manual Was Placed In The Aircraft.

- Service Information: Update Software As Necessary.



Donald Eaves IA A&P 1984259

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Autopilots Central, Inc.

3112 North 74th East Avenue
Hangar 23, Tulsa International Airport - Tulsa, OK 74115
(918)836-6418 - Fax (918)834-0329

Invoice

Work Order: **AV22-05629**
Acct Number: (662)544-3469

Opened: 2/15/2022
Close Date: 4/14/2022

Sold To: Thomas Field Flying Club
126 N Spring Street
Holly Springs, MS 386352310

Ship to: Thomas Field Flying Club

General Comments:

Schneller (662)252-3224 (662)544-3469

Aircraft Number:	N39478	Type:	PA-32RT-300	S/N:	32R-7885221	
Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time

Discrepancy: 1

Problem:

Century III autopilot, when altitude is pushed aircraft pitches up.

Action Taken:

Ground check Century III autopilot system. Pitch drives hard nose up on engage. No glideslope capture. Follows HDG, CRS, and L/R signals but do not have any intercept angles on ground.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
Total For This Discrepancy:			\$	135.00

Discrepancy: 2

Problem:

Troubleshoot aircraft.

Action Taken:

Troubleshoot hard pitch up issue. With all autopilot components unplugged except console and amplifier, autopilot is still pitching hard nose up when engaged. Substitute amplifier, pitch operates okay.

Troubleshoot glideslope issue. Upon glideslope needle movement through center, relay inside glideslope coupler can be heard engaging and pitch effort meter on console jumps, but immediately returns to center. Glideslope Engage lamp does not illuminate, and autopilot is not following glideslope signal up/down command. Substitute console, glideslope operation now checks okay.

While troubleshooting issues, autopilot had intermittent engage issue and intermittent manual electric trim command issue. Found Edo 1A526 Relay Box causing issues. Substituted relay box, engage and trim issues are resolved.

Pin dragged connectors during troubleshooting: found CD18 attitude gyro and CD40 controller harness connectors have loose sockets and need to be replaced.

Check and adjust HDG/CRS gains from KA52.

Charges This Item:	6.00 Hours @	135.00	\$	810.00
Total For This Discrepancy:			\$	810.00

Discrepancy: 3

Problem:

Troubleshoot Avidyne IFD-440 comm not working.

Action Taken:

IFD-440 showing No Comm with VHF message, Comm/Nav active/standby frequency windows are red X'd out, cannot select frequency or hear any radio communication. Swapped #1 and #2 radios around, IFD440 operates okay in GNS430W rack. Found pins 11 & 12 of P1002 connector in IFD-440 rack do not have buss voltage present at pins. Ran new wiring from Com 1 circuit

Autopilots Central, Inc.

3112 North 74th East Avenue
Hangar 23, Tulsa International Airport - Tulsa, OK 74115
(918)836-6418 - Fax (918)834-0329

maker to P1002 pins 11 & 12, IFD-440 now operates okay in #1 radio rack.

Charges This Item:	3.50 Hours @	135.00	\$	472.50
	Total For This Discrepancy:		\$	472.50

Discrepancy: 4**Problem:**

Replace autopilot connectors.

Work Taken:

Replaced CD18 attitude gyro, CD33 radio coupler, and CD40 console trim connectors in autopilot harness.

Charges This Item:	3.00 Hours @	135.00	\$	405.00
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Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
	7 Cctd Recep		2.00	Each	25.950		25.950	\$ 51.90
	4 Contact Receipt		1.00	Each	52.820		52.820	\$ 52.82
					Total For This Discrepancy:		\$	509.72

Discrepancy: 5**Problem:**

Check KA52 Gains

Work Taken:

HDG gain was about 3.3VAC at 10 degrees of CRS Datum, should be 0.75VAC for 10 degrees. HDG was about 1.3VAC at 10 degrees, should be about 1VAC. Adjusted HDG and CRS gain pots in KA52 autopilot adapter for proper heading and course trim gains. NOTE: CRS datum is off null about 5 degrees to the right of the HSI lubber line. Output wanders upon CRS direction reversal.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
	Total For This Discrepancy:		\$	135.00

Discrepancy: 6**Problem:**

Remove autopilot components for bench check.

Work Taken:

Removed pitch servo, amplifier, glideslope coupler, altitude hold with bracket, console, relay box, and radio coupler for bench check.

Charges This Item:	5.00 Hours @	135.00	\$	675.00
	Total For This Discrepancy:		\$	675.00

Discrepancy: 7**Problem:**

08-1-529P Pitch Servo S/N: 8090A

Work Taken:

PRELIMINARY INSPECTION: Bench checked unit and found the motor starts at 2.1 to 2.3 VDC. Clutch broke at 25. Torque would be (40+/-10)

WORK PERFORMED: Cleaned motor and replaced bearings. Cleaned and lubricated gear train and pivot points. Cleaned servo assembly and set torque to manufacturer's recommended setting. All maintenance, calibrations, and bench checks were performed using APC maintenance manual #2 dated 10 Sep, 2003 as a reference.

Charges This Item:	Flat-Fee Labor:	\$	1,395.00
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Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
ZHA7P58LG20P	Bearing, Servo		2.00	Each	38.000	100	0.000	\$ N/C
					Total For This Discrepancy:		\$	1,395.00

Discrepancy: 8**Problem:**

15-1 Amplifier S/N 6841B

Work Taken:

PRELIMINARY INSPECTION: Bench tested unit and found hard nose up in aircraft; on bench pitch servo drive is hard one direction.

WORK PERFORMED: Exchanged with S/N: 4553B.

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(918)836-6418 - Fax (918)834-0329

Charges This Item:				3.50 Hours @		0.00	\$	N/C
Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
5-1	Amplifier S/N: 4553B		1.00	Each	1,995.000		1,995.000	\$ 1,995.00
5-1	Amplifier S/N: 6841B	✓	1.00	Each			0.000	\$ N/C
Total For This Discrepancy:								\$ 1,995.00

Discrepancy: 9**Problem:**

5493 Glideslope Coupler S/N 10578E

Action Taken:

PRELIMINARY INSPECTION: Coupler arms, engages, and drives horizon to follow radio signal.

WORK PERFORMED: Function checks okay, tested using Edo manual #685371 dated Mar. 1978 as a reference.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
	Total For This Discrepancy:			\$ 135.00

Discrepancy: 10**Problem:**

C535-1 Altitude Hold with Bracket S/N: 4325C

Action Taken:

PRELIMINARY INSPECTION: Wiring bad at connector, bracket broken, altitude hold checked okay.

WORK PERFORMED: Troubleshoot altitude hold, repaired wiring at female connector, repaired mounting bracket, B/C altitude hold ok and certified in reference to Engineering Specification No. 12A46.

Charges This Item:	4.00 Hours @	135.00	\$	540.00
	Total For This Discrepancy:		\$	540.00

Discrepancy: 11**Problem:**

1D720 Console S/N: 3203

Action Taken:

PRELIMINARY INSPECTION: Causes glideslope capture issue in aircraft. Found resistance across HDG and ALT switch contacts.

WORK PERFORMED: Replaced S2, & S3 switches; cleaned K2 relay contacts; bench checked using Century manual 68S371 dated Mar. 1978 as a reference.

Charges This Item:				3.00 Hours @		135.00	\$	405.00
Part Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
S27	Switch		2.00	Each	56.700		56.700	\$ 113.40
Total For This Discrepancy:								\$ 518.40

Discrepancy: 12**Problem:**

1A526 Relay Box S/N: 16221

Action Taken:

PRELIMINARY INSPECTION: Causing intermittent engage and manual electric trim operation.

WORK PERFORMED: Exchanged with S/N: 21503.

Part Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
A526	Relay Box S/N: 21503		1.00	Each	300.000		300.000	\$ 300.00
A526	Relay Box S/N: 16221	✓	1.00	Each			0.000	\$ N/C
Total For This Discrepancy:								\$ 300.00

Discrepancy: 13**Problem:**

1C388-3 Radio Coupler S/N: 780

Autopilots Central, Inc.

3112 North 74th East Avenue
 Hangar 23, Tulsa International Airport - Tulsa, OK 74115
 (918)836-6418 - Fax (918)834-0329

Action Taken:

PRELIMINARY INSPECTION: Metal spacer loose inside unit, needs gain & intercepts set on bench.
 WORK PERFORMED: Removed spacer, set radio gain & intercepts to manufacturer's specification, tested & certified using Edo manual #68S371 dated March 1978 as a reference.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
	Total For This Discrepancy:		\$	135.00

Discrepancy: 14**Problem:**

Reinstall autopilot components for ground check and autopilot setup flight.

Action Taken:

Reinstalled pitch servo, amplifier, glideslope coupler, altitude hold, console, relay box, and radio coupler.

Charges This Item:	5.00 Hours @	135.00	\$	675.00
	Total For This Discrepancy:		\$	675.00

Discrepancy: 15**Problem:**

Autopilot setup flight.

Action Taken:

Flew aircraft March 7th, HSI course pointer bearing is about 30 degrees off from where it should be, needs calibrated in IFD-440 radio maintenance pages. Could only set left nav intercept to about 65 degrees. All other autopilot functions check okay, but did not shoot approach due to time constraints. Com 1 radio (IFD-440) transmission issue - cuts out after a few seconds of transmitting.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
	Miscellaneous:		\$	135.00
	Total For This Discrepancy:		\$	270.00

Discrepancy: 16**Problem:**

Troubleshoot aircraft.

Action Taken:

Accessed IFD-440 maintenance pages, calibrated HSI CRS pointer: when pointer was set to 150 degrees, the radio was showing a Course bearing of 123 degrees, causing NAV tracking issues. Calibrated CRS pointer, now outputs correctly. Adjusted KA52 CRS gain and radio coupler intercepts for 45 degrees of intercept on the ground

Charges This Item:	3.00 Hours @	135.00	\$	405.00
	Total For This Discrepancy:		\$	405.00

Discrepancy: 17**Problem:**

Autopilot setup flight.

Action Taken:

Flew on March 8th, set NAV intercepts to 45 degrees, adjusted pitch centering. All autopilot modes check okay including basic pitch and roll, HDG, OMNI, NAV, ALT, & LOC modes. Shot good RNAV approach to KTUL RW 36L. NOTE: Com 1 radio is failing when transmitting on Com frequencies above 132.00MHz.

Charges This Item:	1.00 Hours @	135.00	\$	135.00
	Miscellaneous:		\$	135.00
	Total For This Discrepancy:		\$	270.00

Part Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
AVGAS	AvGas		50.00	Gallon	5.850		5.850	\$ 292.50

Miscellaneous Charges:

Misc Supplies: \$ 263.70

Summary:

Total Parts:	\$	2,513.12	Total Fuel:	\$	292.50
Misc Supplies:	\$	263.70	Total Labor - 42.00 Hours:	\$	5,197.50
Total Flat-Rate Labor:	\$	1,395.00	Miscellaneous:	\$	270.00

~~Autopilot Central, Inc.~~

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Totals:

SubTotal:	\$	9,931.82
Total Charges:	\$	9,931.82
Amount Remaining:	\$	9,931.82

Terms: C.O.D.

**Domestic Wire Transfer Instructions:
American Bank and Trust Co.**

6100 S Yale, Tulsa Oklahoma 74137

ABA# 103901569

Autopilot Central, Inc.

3112 North 74th East Avenue, Tulsa, OK 74115

Account #46052



Autopilot Central, Inc.

3112 North 74th East Avenue
Hangar 23, Tulsa International Airport - Tulsa, OK 74115
(918)836-6418 - Fax (918)834-0329

Invoice

Work Order: **MA22-06685**
Acct Number: (662)544-3469

Opened: 3/22/2022
Close Date: 4/05/2022

Sold To: Thomas Field Flying Club
126 N Spring Street
Holly Springs, MS 386352310

Ship to: Thomas Field Flying Club

Aircraft Number: N39478 **Type:** PA-32RT-300 **S/N:** 32R-7885221

Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1							

Discrepancy: 1 Cross-Billed on Invoice #: INV22-06062

Problem:

Airplane was being towed to hanger, sharp turn was made snapping nose gear trunnion assembly. Repair as necessary. part number 67054-03 nose gear trunnion.

Action Taken:

Jacked aircraft and removed nose gear trunnion. Removed damaged trunnion and replaced with serviceable trunnion. Reinstalled nose gear iaw Piper maintenance manual. safetied and cotter pinned all nuts. Painted turned limits. Cycled gear several times. Operational check OK. Taxied aircraft.

Note:

This Discrepancy is covered under warranty.

Charges This Item:

7.00 Hours @	135.00	\$	N/C
Labor:		\$	945.00

Part Number	Description	Credit	Quantity	Units	List Price	Disc	Unit Price	Extended
67054-803	Trunnion, Nose Gear		1.00	Each	4,008.630		4,008.630	\$ 4,008.63
	This part is covered under warranty.							
	Cross-Billed on Transaction #: INV22-06062							

SubTotal For This Discrepancy:	\$	4,953.63
Less Warranty Labor:	\$	-945.00
Less Warranty Parts:	\$	-4,008.63
Total For This Discrepancy:	\$	N/C

Summary:

Total Parts:	\$	4,008.63	Total Labor - 7.00 Hours:	\$	945.00
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Totals:

SubTotal:	\$	4,953.63
Less Warranty Labor:	\$	-945.00
Less Warranty Parts:	\$	-4,008.63
Total Charges:	\$	0.00
Amount Remaining:	\$	0.00

Terms: C.O.D.

Parts installed may be FAA/PMA'd or STC'd parts and not of "Original Equipment Manufacture" (OEM) and as such are not covered by the OEM's Warranty.

We Appreciate Your Business!



Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 4/05/2022; Aircraft: N39478
N39478 PA-32RT-300 s/n: 32R-7885221 Hobbs: 962.4
MA22-06685 Date: 04/05/2022

Discrepancy: 1

Airplane was being towed to hanger, sharp turn was made snapping nose gear trunnion assembly. Repair as necessary.

part number 67054-03 nose gear trunnion.

Jacked aircraft and removed nose gear trunnion. Removed damaged trunnion and replaced with serviceable trunnion. Reinstalled nose gear iaw Piper maintenance manual. safetied and cotter pinned all nuts. Painted turned limits. Cycled gear several times. Operational check OK. Taxied aircraft.

The articles and/or work hereon described is/are certified
airworthy (unless otherwise specified).

Autopilots Central, Inc.

FAA CRS CM2R777

Authorized Signature

YEAR 20 <u>23</u> DATE <u>03/22</u>	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<u>C/W S.B. 601-00182-034 Rev 15 Upgrade Software &</u> <u>Software Version 10.3.0.2 Complied With.</u> <u>Cond Ray Eaves A&P 1984259</u>

04/19/2023

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Replaced Air Conditioner Belt with The Spare Gates Belt and Alternator Belt
Piper PN 73965-009 Gates Belt. Propeller Installed and Torqued to 60-70 FT
Pounds Per Hartzell Propeller's Data. Engine Run For Leaks and Propeller
Ops Check No Leaks and Prop Cycled Engine Per Ground Ops Check.
Cowling Reinstalled.



Donald Eaves

IA 1984259 A&P

04/27/2023

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

Complied with STC SA04064NY Restricting the aircraft to six (6) seats for
operation under 14 CFR Part 68 (BasicMed). This aircraft has the Optional
Club Seats: per note 11 on TCDS A3SO only 6 seats installed.

Limitations and Conditions:

1. Operation of the aircraft is limited to an altitude that is no more than 18.00
feet above mean sea level (MSL).
2. This design change is compatible with previously approved modifications.



Donald Ray Eaves

IA 1984259 A & P

JULY 17, 2023

Piper Lance PA-32RT-300 SN 32R-7885221 N39478

REPLACED AC DRIVE BELT, adjusted AC and Alternator belts tension and checked align
Installed Propeller torqued to 70 Ft Pounds, checking for proper alignment to flywheel and p
flange, checked track, and ran engine operating through prop pitch range. Prop operated
satisfactory, Generator and Air conditioner operated satisfactory, no leaks from prop.

Aircraft Returned To Service.



Donald Eaves IA A&P 1984259

March 22, 2024, Piper Lance PA-32RT-300 SN 32R-7885221 N39478. TTAF 4219.17,
71.25 Hrs. Flown Since Last Annual. Preformed Annual Inspection IAW Appendix D Part 43
Scope Detail Of Annual Inspections Referencing Piper Annual Inspections Check List.
-ELT Inspected IAW FAR91.207(d) I through 4. Battery Due Oct. 2028 (Date On Bottom)
Checked AD's Through This Date. AD 2020-26-16. Updated Factored Service Hours Per AD
Formula: logs Show 2 Stand Alone 100 Hr Inspections, TTAF 4147 Hrs, 2,100 Hr. Insp x 100 =
200) (4219.17 TTAF -200 = 4119.17 / 17 = 236 + 200 = 436 Fractured Service Hours)
Recalculate Each Annual. Inspection Not Due 5000 Factored Service Fractured Service Hours
-AD 2013-2-13 Stabilizer Control System Turnbuckle; and Cables. Due 7 Years or 2000 Hours
Due 08/2027 or TTAF 6058.33 Hours Whichever Occurs 1st.
-Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby
Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc.
Airplane Flight Manual supplement.
Repairs: Repaired Tail Nav Light Wiring, Ops Check Good. Repaired Cowl Landing Light
Wiring and Mounting, Ops Check Good. Lubed Landing Gear,
Aircraft Brakes: Replaced L&R Piston Assy O-Rings & Linings IAW MM 7-58 & Reinstalled
IAW MM 7-59. Replaced L&R Brake Cylinder Shim & Piston Insulators. Rebuilt Hand Brake
Master Cylinder Assembly IAW MM 7-62, 7-63 & 7-64 & Reinstalled IAW MM 7-65. Rebuilt 4
Gar-Kenyon Toe Master Brake Cylinders IAW MM 7-70 & Figure 7-21 & Reinstalled IAW MM
7-71. Bleed Brakes After A Unit Has Been Changed IAW MM 7-75, Cracked & Bleed Each Hose
B Nut Progressively From The Hand Brake To Each Brake Master Cylinder & Brake Assembly
Per MM 7-72. Preformed Leak Check IAW MM 7-75 No Leaks.
Bleed Brakes 7-73 Gravity With Hand Brake. Ops Check Good Preformed Brake Taxi Test and
Preformed Linings Conditioning IAW MM 75-58 f Note. Taxi Test Of Brakes
I Certify this Aircraft has been inspected in accordance with an Annual Inspection And Found In
An Airworthy Condition.


Donald Eaves IA A&P 1984259

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterati Entries must be endorsed with Name, Rating and Certificate Numbe Technician or Repair Facility. (See back pages for other specific entr
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N39478

ALTIMETER SCALE CORRECTION CARD

STANDARD ALTITUDE FT.	TOL. +/- FT.	ALTIMETER READING FT.	STANDARD ALTITUDE FT.	TOL. +/- FT.	ALTIMETER READING FT.
-1000	20	-1000			
0	20	0			
500	20	500			
1000	20	1000			
1500	25	1500			
2000	30	2000			
3000	30	2980			
4000	35	3980			
6000	40	5960			
8000	60	7960			
10000	80	9940			
12000	90	11920			
14000	100	13920			
16000	110	15940			
18000	120	17960			
20000	130	19980			
22000	140				
25000	155				
30000	180				
35000	205				
40000	230				
41000	235				
43000	245				
45000	255				
50000	280				

This Altimeter/Air Data Component,
P/N 593421
S/N A366
has been tested to 30,000 feet
and meets the requirements of FAR Part
91.411 and FAR Part 43, Appendix E.
DATE: 10/17/23
TESTED BY: H20K
INSPECTOR: H20K003

GABCAVIONICS
CRS# 2MAR183C
737 S Airport Rd
West Memphis, AR
72301

Tested and Inspected Altimeter/ Air Data Computer
PN: 593421 / 7885221 SN: 584-968
to 30,000 ft as required by CFR 91.411 and was found
to c/w CFR 43 Appendix E.
Work complied with on
WO# 572
Signed  Date 10/17/23
737 S Airport Rd
West Memphis, AR
72301
N39478

RECORDING H E	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Tested and Inspected Transponder ~39479
 PN: K776 C SN: 10384

The ATC transponder has been tested and inspected and found
 to comply appendix F of part 43. In accordance with CFR 91.413

Work complied with on
 WO# 512
 Signed [Signature] Date 10/17/23
[Signature]
 GABC Avionics 737 S Airport Rd
 CRS# 2MAR183C West Memphis, AR
 72301

Form MA-20 Rev:ORG Date:9/23/22

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections Entries must be endorsed with N Technician or Repair Facility. (Se
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01/08/2025 N39748 S/N: 32R-7885221 Tach: 4228.10

Due to nose gear collapse the following work was performed.
 Jacked aircraft. Replaced hydraulic power pack with Overhauled
 P/N: HYC5005, S/N: AH-12742 and Repaired manifold P/N:
 96902-000, S/N: C-6 supplied by Cox Airparts, LLC CRS#
 7CXR376B. Removed, cleaned and re-sealed all (3) landing gear
 actuators. Replaced nose gear doors with new (1) LSM-400-110-1,
 (1) LSM-400-110-2. Replaced main battery with new RG-35AXC
 S/N: 70043105. Replaced shimmy dampner rod end with new
 11601-03. Replaced R/H gear fitting with new P/N: 67031-003.
 Replaced N/G spring with new P/N: 67168-000. Repaired cowl
 and N/G front door as needed with fiberglass. Prepped and
 painted. Serviced power pack with new MIL-5606, All landing gear
 cycles were satisfactory.

Wes Goodold A&P 360169



YEAR
20 —
DATE

Apr. 01, 2025, Piper Lance PA-32RT-300 SN 32R-7885221 N39478 TTAF 4231.40
12.23 Hrs. Flown Since Last Annual.

Preformed Annual Inspection IAW Appendix D Part 43 Scope Detail Of Annual Inspections
Referencing Piper Annual Inspections Check List.

-ELT Inspected IAW FAR91.207(d) I through 4. Battery Due Oct. 2028 (Date On Bottom)
Checked AD's Through This Date.

-AD 2024-14-03 Does Not Apply No Garmin GFC 500 Autopilot Installed

-AD 2020-26-16. Updated Factored Service Hours Per AD Formula:

(logs Show 2 Stand Alone 100 Hr Inspections) (TTAF 4231 Hrs) (2ea 100 Hr. Insp x 100 = 200):

TTAF 4231 - 200 = 44031 / 17 = 237 + 200 = (473 Fractured Service Hours) Recalculate Each


Annual. Inspection Not Due Until 5000 Factored\Service Fractured Service Hours

-AD 2013-2-13 Stabilizer Control System Turnbuckle; and Cables. Due 7 Years or 2000 Hours
Due 08/2027 or TTAF 6058.33 Hours Whichever Occurs 1st.

-Complied with Continued Airworthiness Inspection for BAC Basic Aircraft Products Standby
Alternator system by inspecting security and operation IAW Basic Aircraft Products Inc.
Airplane Flight Manual supplement.

Bleed, Serviced and Taxi Tested Brakes And Found To Operate Satisfactory.

I Certify this Aircraft has been inspected in accordance with an Annual Inspection And Found In
An Airworthy Condition.



Donald Eaves IA A&P 1984259

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
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Thoroughbred Aviation Maintenance, Inc.

CRS# R81R199Y

Airframe

Date: 9/8/2025 WO: F25293 AC Type: Piper PA-32RT-300
AC REG: N39478 AC SN: 32R-7885221 Tach: N/A Hobbs: 1074

- 1) Removed and replaced NLG tire and tube with new. Tire P/N: 505C66-5 Tire Serial: 42600001 Tube P/N: GL-5067B.
- 2) Removed and replaced MLG LH and RH tires. P/N: 021-317-1 LH Tire Serial: 5092T00011 ; RH Tire Serial: 5093T00014.

END

I certify this Airframe has been inspected/repared/serviced in accordance with current manufactures maintenance manuals & applicable FARs and was found to be airworthy

MAINTENANCE RELEASE

The aircraft/article identified was repaired/serviced/inspected in accordance with current FAA regulations and was found to be airworthy
Pertinent details of the repair/service/inspection are on file at this agency under

WO# F25293

Signed:

CRS# R81R199Y

Date: 9/8/2025

Airframe

Date:	10/15/2025	WO:	F25297 & F25312	AC Type:	PA32RT-300		
AC REG:	N39478	AC SN:	32R-7885221	Tach:	4234.54	Hobbs:	1074
Eng. Model:	IO-540-K1G5	Eng SN:	RL-18988-48E	Eng TT:	232.36	Eng TSO:	6.55
Prop Model:	HC-C3YR-1RF	Prop SN:	PA2366B	Prop TT:	6.55	Prop TSO:	N/A

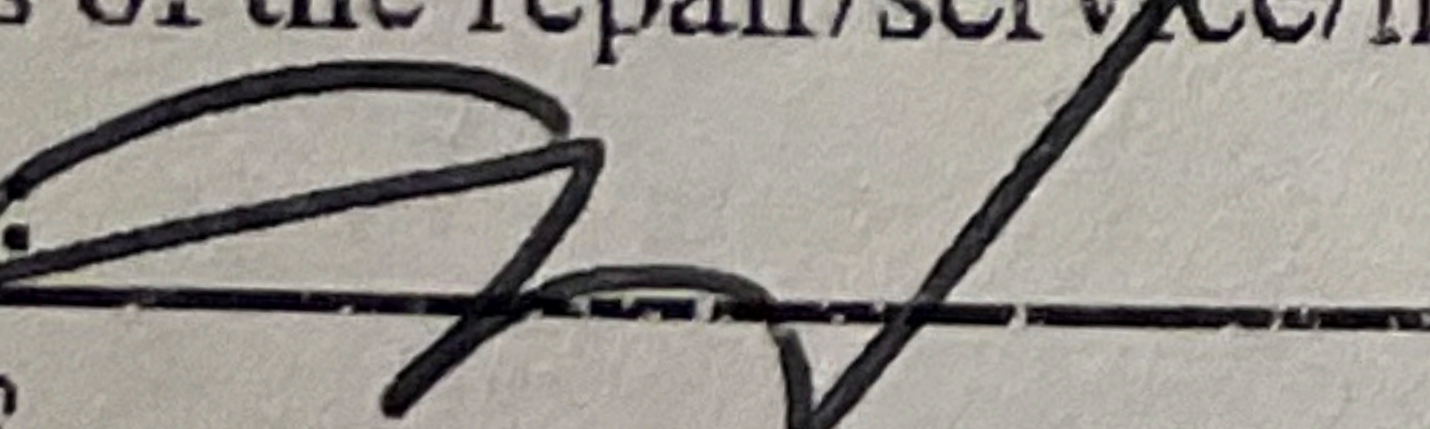
- 1 Replaced RAT strut and rerigged release cable. Ops check good. PN: C16-13341
- 2 Performed compass swing and created compass correction card.
- 3 Re-routed and tensioned alternator belt. ops check good.
- 4 Replaced with new mixture cable. Ops check good. PN: 455-357
- 5 Replaced with serviceable as removed LH stabilator trim tab. PN: 38399-02.
- 6 Placed missing "NAV light must be on for ADS-B Out" in aircraft
- 7 Replaced L/H and R/H fuel cap gasket PN: 66815-00
- 8 Resecured RH MLG upper torque link bolt.
- 9 Removed leaking rivets in L/H IB tanks and reshot new cherry rivets with new sealant. Leak check good
- 10 **AD 2020-26-16:** Complied with by inspection of the lower main wing spar cap bolt holes. Next due at 5000 factored service hours. See Log entry for eddy current inspection; eddy current performed by S&S testing WO: 6303.
- 11 Added shims to stabilator trim drum due to being out of limitations. PN: 62833-108
- 12 Adjusted shuttle valve plunger on NLG door. Ops checked good
- 13 **AD 78-23-01:** complied with inspection of fuel drain lever next due at TT: 4334.54
- 14 Placed missing R/H fuel cap placard
- 15 Removed and replaced cracked heat exchanger shroud. PN: 38162-06
- 16 ADs up to date as of 10-2025

END

I certify this Airframe has been inspected/repared/serviced in accordance with current manufactures maintenance manuals & applicable FARs and was found to be airworthy

MAINTENANCE RELEASE

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 Pertinent details of the repair/service/inspection are on file at this agency under

Signed: 

CRS# R81R199Y

WO# F25297 & F25312

Date: 10/15/2025