

N81740

AIRCRAFT LOG

LOG BOOK # 1



PENN AVIONICS, INC. 1209 Ward Ave West Chester, PA 19380
LOG ID# 5536 22-April-2013 WO# 16688
N81740 S/N 28-8216130 PIPER PA-28-161 TACH 4264.5

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**** ITEM # 16688-1 Replace Pilot and Copilot windshields ****

DISCREPANCY: Replace Pilot and Copilot windshields

ACTION: Remove left and right windshields. Clean away old sealant. Fit windshields and install per Piper PA28-161 service manual. Windshields installed with install kit supplied by LP aero (windshield supplier) See 8130 tags.

**** ITEM # 16688-2 Door seal ****

DISCREPANCY: Door seal

ACTION: Remove old door seal. Clean away old glue from door. Install New door seal P/N TRB-5022H (MIL-R-6130C) supplied by Aircraft supply & repair ,Inc.

Peter M. Fiorot

4/22/13

A&P 2754527 Peter Fiorot

Date



PENN AVIONICS, INC. 1209 Ward Ave West Chester, PA 19380 VFAR714K
LOG ID# 2819 22-January-2007 WO# 11978/1 AC TT 3982.3
N81740 S/N 28-8216130 PIPER PA-28-161

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**** ITEM # 11978-1 Comm/nav channeling ****

DISCREPANCY: Comm/nav channeling

Model: KX 155 Part#: 069-1024-01 Serial#: P25459

ACTION: Bench test unit, verify com MHZ channeling inop, and cir-clip missing on khz knob. T/S problem. Found corrosion on display board causing MHZ inop. Disassemble com channel selector clear corrosion that could be accessed from minor disassembly. Re-assemble com selector with new circlip. Clean processor pins. Adjust output frequency to spec. If problem continues, recommend removal of display board for through cleaning. This work was performed in accordance with manual 006-05179-0009 RevDate 05/01/1999 Rev# 9

**** ITEM # 11978-2 Com #1 problems ****

DISCREPANCY: Com #1 problems

ACTION: Remove nav-com #1 for bench repair. Re-install unit after bench repair. Ramp test display operational.

**** ITEM # 11978-3 Autopilot inop ****

DISCREPANCY: Autopilot inop

ACTION: Discovered that the power wire to the autopilot circuit breaker removed and stowed. Reconnected wire for autopilot and system ground checks ok.

**** ITEM # 11978-4 electric trim inop ****

DISCREPANCY: electric trim inop

ACTION: Found the electric trim wiring cable in the pilots yoke cut clear through behind instrument panel. Repaired wiring as required to activate trim system. Trim system ground checks good.

**** ITEM # 11978-5 compass no lights ****

DISCREPANCY: compass no lights

ACTION: Found lamp burned out replaced with new lamp.

**** ITEM # 11978-6 Some panel lamps inop, check ****

DISCREPANCY: Some panel lamps inop, check

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PENN AVIONICS, INC. 1209 Ward Ave West Chester, PA 19380 VFAR714K
LOG ID# 2819 22-January-2007 WO# 11978/1 AC TT 3982.3
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ACTION: Removed panel overlay and check instruments lights. Found six (6) lamps burned out.
Replaced lamps and all lights check ok.

**** ITEM # 11978-7 Check intercom ****

DISCREPANCY: Check intercom

ACTION: Explain in aircraft the operation of intercom, also printed out instructions data sheet for customer. Both front headset jacks functionally check ok. Rear jack box for passengers inop.
No further action taken at this time.

1/24/07 *Keith Lynn*
Date



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1-800-GO-AVERY**

Solberg Aviation Co. Inc.
Solberg Airport
P. O. Box 15
Readington NJ 08870
908-534-4000

10/31/2013

N81740 PA28-161 S/N 8216130 TACH: 4278.4

INSTALLED OUTLET FITTING AND HOSE IN VACUUM PUMP IEA RAIK1-6-10
REPLACED ELT BATTERY IEA BS2166. BATTERY REPLACE DATE NOV 2015.
TESTED AND INSPECTED ELT PER 91.207D. INSTALLED NEW ALTERNATOR
BELT IEA 452-823. REPLACE ELECTRIC FUEL PUMP WITH A CA35328-800 PER
CABLE P/N MC554-093. REPLACE #4 CYLINDER BAFFLE IEA P/N AF35345-003.
ADJUSTED RUDDER, STABILATOR, AND STABILATOR TRIM CONTROLS.
STOP DRILLED CRACK ON RUDDER AND RIGHT AILERON AND INSTALLED
A COSMETIC PATCH. REPLACED HOSES FIRE WALL FORWARD. SEE PHT
INV 585111 FOR LISTING. **AD95-26-13** OIL COOLER HOSES NO LONGER APPLIES.
C/W SPECIAL AIRWORTHINESS INFORMATION BULLETIN NO. ACE-96-01
DATED FEBRUARY 1, 1996 PER PARAGRAPHS 1a THROUGH 1c. THIS IS A

AIRCRAFT DESCRIPTION

Registration No. N81740

Model: PA-28-161 Popular Name: Warrior II

Serial No.: 28-8216130 Type Certificate No.: 2A13

Colors: Tan w/ Blue & Claret

Engine Manufacturer: Lycoming Propeller Manufacturer: Sensenich

Original Engine Model: O-320-D3G Original Propeller Model: 74DM6-O-60

Serial Numbers: Single L-12360-39A Hub or Serial Number: Single A50856

Left _____

Left _____

Right _____

Right _____

Blade Numbers

Left

Right

COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

[illegible]

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
MAR 17 1982	Brought Forward →	1.8	I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>MAR 17 1982</u> I/A/W <u>FAR 21.183(b) PER 21.273.</u> <u>J. Tiffney</u> FAA DOA SO-I	
			THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER(S) HAVE BEEN TESTED TO <u>20000</u> FT. ON (L) <u>2-14-81</u> (R) <u>1-11-81</u> SIGNED <u>J. Tiffney</u> DATE <u>MAR 17 1982</u>	
			THE AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT TESTS REQUIRED BY FAR PART 91.52 HAVE BEEN PERFORMED THIS DATE <u>2-20-82</u> SIGNED <u>J. Tiffney</u>	
Total To Carry Forward		1.8		

Registration No. N81740

and Remarks	Signature	Certificate No.
TO: ATC [unclear] [unclear] by FAR [unclear] [unclear] [unclear] to comply with [unclear] <u>King</u> <u>KT-20A</u> <u>3074</u> <u>N/A</u> <u>N/A</u> <u>N/A</u> Location of this inspection and on file at this facility under <u>8210130</u> <u>2-20-82</u> C. A. Inspector <u>J. Tiffney</u> PIPER AIRCRAFT CORP. VEED BEACH, FLORIDA		
The ELT is installed per FAR 91.52. Battery replacement date <u>2/20/83</u> <u>J. Tiffney</u> DOA SO-I Piper Aircraft Corp.		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Brought Forward →				
THE EQUIPMENT LISTED BELOW HAS BEEN SERVICED AND THE DETAILS ARE ON FILE UNDER WO NO. _____, THIS AIRCRAFT IS RETURNED TO SERVICE WITH RESPECT TO THE WORK PERFORMED. <i>Removed defective P.G. and installed exchange unit.</i> Riteway Radio, Inc. Repair Sta. 202-15 Waco, Tx. 76708 DATE: <i>Aug 30 1952</i> BY: <i>Mark [Signature]</i>				
Total To Carry Forward				

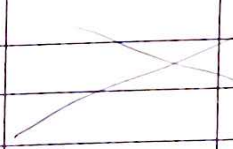
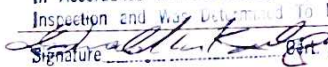
Registration No. _____

and Remarks	Signature	Certificate No.
THE EQUIPMENT LISTED BELOW HAS BEEN SERVICED AND THE DETAILS ARE ON FILE UNDER WO NO. <u>8831</u> : THIS AIRCRAFT IS RETURNED TO SERVICE WITH RESPECT TO THE WORK PERFORMED. <u>Reinstalled 10772-0004</u> <u>in aircraft autopilot</u> <u>sample checked</u> <u>OK.</u> Altway Radio, Inc. Repair Sta. 202-15 Waco, Tex. 76708 DATE: <u>8/27/80</u> BY: <u>Mark Ford</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4 SEPT 82	Brought Forward →		103.2	serviced battery, pulleys, turnbuckles, gear. I certify that I. t. W. 100 hr inspection
14 JAN 83			201.4	SERVICED BATTERY, ALL CONTROL SURFACES, 223 GEAR, BRAKES,

Registration No. _____

and Remarks	Signature	Certificate No.
checked & lubed all cables, and controls. Inspected landing gear. This airframe was inspected and was found to be airworthy		16505725
ELT OPS. CH. OK. CHECKED		
P, CABIN, PULLEYS, TURNBUCKLES		
ALL FOUND SERVICABLE		
I Certify That This Airframe/Engine Was Inspected		
In Accordance With 100 HR		
Inspection and Was Determined To Be Airworthy.		
Signature  Part # 11768/64		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4 MAY 83	Brought Forward →		270.0	Serviced battery, checked with Piper soft mud and found no leaks, pulleys, controls and battery. Due next this airframe was annual inspection.
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
placed fuel pressure gauges, on 87391-02. Pressure checked inspected and lubed all cables, turnbuckles. Replaced ELT 28 JAN 1985. I certify that inspected in accordance with and was found to be airworthy.	[Signature]	Int. 516505735

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought			

THE EQUIPMENT LISTED BELOW HAS BEEN SERVICED AND THE DETAILS ARE ON FILE UNDER WO NO. 9520. THIS AIRCRAFT IS RETURNED TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

REMOVED, REPAIRED, & REINSTALLED
#1 KX155. REMOVED KI209
& INSTALLED LOANER.

Ruteway Radio, Inc.
 Repair Sta. 202-15
 Waco, Tx. 76708

DATE: 9-1-83 BY: Timothy F. Jenkins

THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S)

HAVE BEEN TESTED TO 20,000 FT

ON (L) 9-1-83. ENC. 9-1-83

SIGNED Timothy F. Jenkins DATE 9-1-83

ALT: P/N 5934 PD-1 # 4A352

ENC: P/N 5125-P-3 # 34130

THE EQUIPMENT

Total To Carry Forward

Registration No. _____

and Remarks	Signature	Certificate No.
<u>11-07-83 373.6 HOBBS 398.5</u>		
<u>SERVIE BATTERY, LUPED CHECK ALL PULLEYS & CABLES</u>		
<u>CONTROL & TURNBUCKLES SERVICE NOSE STOW. REPAIRED</u>		
<u>MAIN TIRES, REPLACED BREAK PADS</u>		
I Certify That This Airframe/Engine Was Inspected		
In Accordance With <u>1601R</u>		
Inspection and Was Determined To Be Airworthy.		
Signature <u>[Signature]</u> Cert. # <u>455238007</u>		
THIS TRANSPONDER (MODEL <u>KT76A</u> , SIN <u>N/A</u>)		
HAS BEEN TESTED AND WAS FOUND TO BE IN		
COMPLIANCE WITH THE REQUIREMENT OF		
APPENDIX F PART 43 OF THE FAR'S		
BY <u>Timothy F. Jenkins</u>		
DATE <u>SEP 01 1983</u>		
RUTEWAY RADIO, INC. REPAIR STATION NO. 2 WACO-MADISON-COOPEI AIRPORT, WACO, TEXAS		

AIRCRAFT LOG

Date	Aircraft Time	Recorder	Maintenance
THE EQUIPMENT LISTED BELOW HAS BEEN SERVICED, AND THE SERIALS ARE ON FILE UNDER NO. <u>317401</u> . THIS AIRCRAFT IS RETURNED TO SERVICE WITH RESPECT TO THE WORK PERFORMED.			
<u>Removed, repaired, and reinstalled #1 K1155 & K1209</u>			
FRANKLIN ENGINE, INC. 4140 13th St. S.E. ALBUQUERQUE, N.M. 87106			
DATE	BY: <u>[Signature]</u>		
Total To Carry Forward			

Registration No. _____

and Remarks	Signature	Certificate No.
<u>4/9/84</u> 473.3 TOTAL TIME Removed insp. Pumps. Serviced Battery. Lubed & inspected Pumps & cables. Control & Transducers. Replaced nose wheel Assy & Axle. checked Brake lines. Replaced nose cowling & spinner. Replaced nose strut fairing. ^{inspected insp. Pumps.} I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I/AW 100 hr inspection & WAS DETERMINED TO BE AIRWORTHY.	<u>[Signature]</u>	<u>A&P 571-82-1912</u>

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1-27-84	Brought Forward →	510.7		Replaced the nose strut seals & changed the air conditioner. Doug Hedgin A 2270399
6-7-84	622.9 hrs	total time inspected aircraft as per Piper form 230-302		Complied with A.P. 76-07-12 which is due every 100 hrs. filed & painted prop.
				DALLAS PIPER DAL-TX
	I certify that this Airframe Engine has been inspected in accordance with <u>a 100 hr</u> inspection & was determined to be in airworthy condition.			
	Tack Time	622.9	Total Time	622.9
	Date	6-7-84		
Total To Carry Forward				Doug Hedgin A 2270399

Registration No.

81740

and Remarks	Signature	Certificate No.
7 JUNE 84 DALLAS PIPER DAL-TX		
I certify that this Airframe Engine has been inspected in accordance with <u>AN ANNUAL</u> inspection & was determined to be in airworthy condition.		
Tack Time <u>622.9</u> Total Time <u>622.9</u>		
Date <u>6/7/84</u>		
8/30/84 Tac 683 - greased gear 50 hr. inspection		
	John M. McInnis	
	A.P. 5252	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
7/19/84	Brought Forward →			
Yee's Calhoun prop. 9125 Mr. Edwards 7/23/84 VOR'S CHECKED AS PER FAR 91.25 VOR #1 ☒ VOR #2 ☒ DATE 7/19/84				
EDWARDS AVIATION 1000 S. 10th St. PHOENIX, AZ 85007 DALLAS TEXAS 75202				
Total To Carry Forward				

Registration No. 81740

and Remarks	Signature	Certificate No.
7/27/84 Tack Time - 715.2, Total Time - 715.2. Replaced left main tire. Dressed and painted prop. Added 2 cans of Grease. DALLAS PIPER DAL-TX I certify that this Airframe Engine has been inspected in accordance with <u>100 hrs.</u> inspection & was determined to be in airworthy condition. Tack Time <u>715.2</u> Total Time <u>715.2</u> Date <u>7-27-84</u>	Completed with AD# 76-07-12 by inspecting mag switch. Inspect time line every 100 hrs. Christopher K. Beards R# 964422201	
DALLAS PIPER DAL-TX I certify that this Airframe Engine has been inspected in accordance with <u>100</u> inspection & was determined to be in airworthy condition. Tack Time <u>824.5</u> Total Time <u>824.5</u> Date <u>9/20/84</u>	Replaced Rt main tire grease bearing, tightened rubber + Aileron cables John M. Fuchler A# 525278739	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
DALLAS PIPER DAL-TX				
I certify that this Airframe Engine has been inspected in accordance with <u>100 hr.</u> inspection & was determined to be in airworthy condition.				
Tack Time <u>928.0</u> Total Time <u>928.0</u>				
Date <u>11/16/84</u>				
John M. Mahler A+P 525278739				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
3-2-85 Tach 1031.1 Re Replaced clock with new replaced stall warning switch, replaced ELT battery which expires on Nov. 87 complied with A.P.-76-07-17 by installing a switch. Inspection due next 100 hrs.		
DALLAS PIPER DAL-TX		
I certify that this Airframe Engine has been inspected in accordance with <u>100 hrs</u> inspection & was determined to be in airworthy condition.		
Tack Time <u>1031.1</u> Total Time <u>1031.1</u>		
Date <u>3-2-85</u>		
Dennis J. A+P 2270399		
3-5-85 1032.1 Tach Replaced old hr. meter which read 1126.3 repaired original prop & reinstalled. see the yellow tag		
Dennis J. A+P 2270399		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-29-85	Brought Forward →	1069.0		Installed new A/C for motor. Doug Hodge A/P 2270399
5-21-85	Tach 1136.5			Repaired both seat cushions, pilot "spring" checked cable tensions, replaced nose steering stop, replaced nose axle.
DALLAS PIPER DAL-TX				
I certify that this Airframe Engine has been inspected in accordance with <u>2-100.22</u> inspection & was determined to be in airworthy condition.				
Tack Time <u>1136</u> Total Time <u>1136</u>				
Date <u>5-21-85</u>				
Total To Carry Forward				Doug Hodge A/P 2270399

Registration No.

31746

and Remarks	Signature	Certificate No.
DALLAS PIPER DAL-TX		
I certify that this Airframe Engine has been inspected in accordance with <u>2-100.22</u> inspection & was determined to be in airworthy condition.		
Tack Time <u>1136</u> Total Time <u>1136</u>		
Date <u>5/21/85</u>		
7-12-85 Tach. - 1220.5		
Hubbs - 200. Dressed and painted prop.		
Repacked all wheel bearings. Replaced all brake linings. Cable tensions checked.		
Complied with AD 76-02-12 by testing mag switch during run-up.		
DALLAS PIPER DAL-TX		
I certify that this Airframe Engine has been inspected in accordance with <u>2-100.22</u> inspection & was determined to be in airworthy condition.		
Tack Time <u>1220.5</u> Total Time <u>1220.5</u>		
Date <u>7-12-85</u>		
	Christopher K. Bunker	
	A/P # 464455361	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
9/26/85	Brought Forward →			Mod. KT-76A No. 31047 tested as per FAA'S 91.172 & 43 Appendix F this date 9/26/85 EDWARDS AVIONICS #1228 <i>[Signature]</i>
				I certify that the altimeter & static system tests required by FAA part 91.172 have been performed. The altimeter was tested to 20,000 feet on 9/26/85 Signature <i>[Signature]</i> Date 9/26/85 Certificate No. 2328
				EDWARDS AVIONICS REDBIRD AIRPORT PHONE 800-3503 331-9277 DALLAS, TEXAS 75232
Total To Carry Forward				

Registration No. N 8174D

and Remarks	Signature	Certificate No.
9-27-85 TAC 1335.5 Hubs 333.4 Completed inspection IAW P.Pra INSPECTION REPORT # 230-802 830309 Tightened screws on Equiv. Switch, Replaced L/H and light, set cable tension on stabilator + stab trim cable. Replaced L/H + R/H fwd Aileron Push Rod ends, PIN 452-335, Replaced R/H flap Push Rod ends (fwd + aft), C/W AD 76-07-12. DALLAS PIPER DAL-TX		
I certify that this Airframe Engine has been inspected in accordance with FAA's 91.172 14 CFR inspection & was determined to be in airworthy condition. As of this date Tack Time 1335.5 Total Time _____ Date 9-27-85 William A. Fawcett AI 449405738		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10/3/85	Brought Forward →	TACH 1343.6	Hobbs 343.2	changed st. main tire with new 6.00-6 6PLY Lindsey T. Parks H & P 223151581
12-16-85	Tach 1732.8	total time	complied with A.P.	
	76-07-12 on the mag switch. Due at 1532 hrs			
	replaced the probe pads			
DALLAS PIPER DAL-TX				
I certify that this Airframe Engine has been inspected in accordance with 91.100-1 inspection & was determined to be in airworthy condition.				
	Tach Time 1732.8	Total Time 1432.8		
	Date 12-16-85			
Total To Carry Forward				Day 2/1/86 H & P 2270399

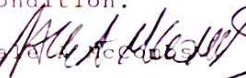
Registration No. _____

and Remarks	Signature	Certificate No.
N81740		
DALLAS PIPER DAL-TX		
Jan. 14, 1986		
TACH: 1481.8		
Completed 50 hour inspection using Piper Inspection Report #230-802-830309. Lubed flight controls. Checked tires and battery. Aircraft okay for return to service.		
	<u>Lindsey T. Parks</u>	
	Lindsey T. Parks	
	A & P 223151581	
2-17-86		
SCY #1VOR-		
#2VOR-		

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
2/20/86 TT 1532.2	Replaced left flap aft rod end. Replaced fwd flap cable attachment bolt. Adjusted aileron cable tension. Lubed all controls. Inspected per Piper form 230 802 930309 c/w AD 76-07-12 by testing mag switch. Due every 100 hrs. Alt/Static/Xpندر due 9/87. ELT due 11/87.			
		DANGER - BE ALIVE TX		
	I certify that the Airframe Time has been inspected every 100 hr and found to be in airworthy condition. Task Time <u>1532.2</u> Total Time <u>1532.2</u> Date <u>2-20-86</u>			
		William F. Burdick AEP 348400385		
Total To Carry Forward				

[illegible]

AIRCRAFT LOG

Date	Aircraft Time	Recorder	Maintenance
N81740	100 Hour Inspection	Tach 1630	Total Time 1630
1. Replaced 8 brake linings. 2. Replaced left main tire. 3. Swung compass. 4. Charged Airconditioner with Freon.			
I certify this aircraft has been inspected in accordance with a 100 Hour inspection and determined to be in Airworthy condition.			
			
Date	Records	A&P 2187916	April 16, 1986
Total Carry			

Registration No. _____

and Remarks	Signature	Certificate No.
Oil Injector Cap and All Parts Reel Gauge & Cables checked + Lubricated Battery Level Near RD Time, All Buckets Blank Repealed 72-07-12 C/W JRB	I certify that this aircraft has been inspected in accordance with a <u>Control</u> inspection and was determined to be in airworthy condition. Total Time <u>1691.5</u> N E GRASINGER Date <u>8-12-86</u> <u>7770340401</u>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-28-87	Brought Forward →		1697.0	Attitude Gyro Removed for Overhaul (by Stahl Inst of H. Worth) Installed inst. in yellow tag. Robert L. Fowler AOP 1486591
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO 00239 DATE 2 JUNE 87 TOTAL TIME (OR TACK) READING 1788.4 HRS. SIGNED Joe E. Mannan TITLE OR NO AOP 2124653				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
6-11-87 Tack 1794.7 hrs Installed New QH D.G. Sinal A61286 Robert L. Fowler AOP 1486591		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO 0101 DATE 3 SEP 87 TOTAL TIME (OR TACK) READING 1862.5 HRS. SIGNED Joe E. Mannan TITLE OR NO AOP 2124653		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO 0101 DATE 2/3/87 TOTAL TIME (OR TACK) READING 1862.5 HRS. SIGNED Robert L. Fowler TITLE OR NO AOP 1486591		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10/27/87	Brought Forward →			Barelli Tested UNITED Altimeter to 20,000 ft and Ramp Tested Trans-Cat Blind Encoder to 20,000 ft to FAR. 91.171 App E & F Part 43. Performed Static System Test to FAR. 91.171 App E & F Part 43. Certified By STAHL Air Test, Inc. #204-42
10/27/87				U Statib Performed Transponder Ramp Test to FAR. 91.172 App F Part 43. Certified By STAHL Air Test Instruments, Inc. #204-42 U Statib
Total To Carry Forward				

Registration No. _____

[illegible]

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
4-22-88	Tack 26 #2 Ripair & Stabilizer. Replaced Left upper & lower skins. 63342-00 & 63353-00 & Left Trim tab. 63660-02 with Tack new Parts.			
			BRODIE'S AIRCRAFT INC. ORG # 004-03	
	Date 4-22-88		Signed <u>G. H. Brodie</u> Lic.	
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCOR- DANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO. <u>0368</u> DATE <u>5-18-88</u> TOTAL TIME (OR TACK READING) <u>2062.5</u> HRS.			
Total To Carry Forward			SIGNED <u>Joe E. Marginal</u> TITLE OR NO. <u>ACP 2124653</u>	

Registration No. _____

and Remarks	Signature	Certificate No.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCOR- DANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO. <u>0308</u> DATE <u>8-5-88</u> TOTAL TIME (OR TACK READING) <u>2162.0</u> HRS.	SIGNED <u>Robert L. Foul</u> TITLE OR NO. <u>ACP 1486541</u>	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCOR- DANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO. <u>0338</u> DATE <u>10-7-88</u> TOTAL TIME (OR TACK READING) <u>2243.7</u> HRS.	SIGNED <u>Joe E. Marginal</u> TITLE OR NO. <u>ACP 2124653</u>	
	SIGNED <u>Robert L. Foul</u> TITLE OR NO. <u>ACP 1486541</u>	
		ELT Battery Expires 1990 Sept

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W/O NO. <u>00403</u> DATE <u>28 DEC 88</u> TOTAL TIME (OR TACK) READING <u>2343.7</u> HRS.				
SIGNED <u>[Signature]</u> TITLE OR NO. <u>AEP 7124653</u>				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W/O NO. <u>0454</u> DATE <u>3-31-89</u> TOTAL TIME (OR TACK) READING <u>2443.7</u> HRS.				
SIGNED <u>[Signature]</u> TITLE OR NO. <u>AEP 1486591</u>				
Total To Carry Forward				

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W/O NO. <u>0485</u> DATE <u>12/01/88</u> TOTAL TIME (OR TACK) READING <u>2543.7</u> HRS.				
SIGNED <u>[Signature]</u> TITLE OR NO. <u>AEP 2124653</u>				

Registration No. _____

[illegible]

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
June 28-1989				
Tach 2642.9				
2642.9				Replaced 2ea main tires 4ea brake linings Replaced nav lite switch (Piper)
I certify that this aircraft has been inspected in accordance with FAR for a 100h inspection and found airworthy.				
Total To Carry Forward				ArP 1922076

Registration No. _____

and Remarks	Signature	Certificate No.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCOR- DANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO <u>0510</u> DATE <u>8-22-89</u> TOTAL TIME (OR TACK READING) <u>2742.9</u> HRS. SIGNED <u>Joe E. Marshall</u> TITLE OR NO. <u>AOP 2124653</u>		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCOR- DANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO <u>0522</u> DATE <u>10-3-89</u> TOTAL TIME (OR TACK READING) <u>2839.9</u> HRS. SIGNED <u>Joe E. Marshall</u> TITLE OR NO. <u>AOP 2124653</u>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
17 Oct 1989	I certify that ATC transponder tests required by FAR Part 91.172 have been performed			
17 Oct 1989	Glen M John C&T Repair Station # BGHR537K			
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO <u>AS57</u> DATE <u>11-1-89</u>. TOTAL TIME (OR TACK) READING <u>2912.8</u> HRS. SIGNED <u>Joe E. [Signature]</u> TITLE OR NO. <u>ACP 2124053</u>				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W O NO <u>8557</u> DATE <u>11-1-89</u>. TOTAL TIME (OR TACK) READING <u>2912.8</u> HRS. SIGNED <u>Robert L. Fowler</u> TITLE OR NO. <u>ACP 1486591 EA</u>				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W. O. NO. <u>0580</u> DATE <u>12-5-89</u>. TOTAL TIME (OR TACK) READING <u>3006.4</u> HRS. SIGNED <u>[Signature]</u> TITLE OR NO. <u>ACP 2184653</u>	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100 HR</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF INSPECTION ON FILE UNDER W. O. NO. <u>0606</u> DATE <u>11/25/90</u>. TOTAL TIME (OR TACK) READING <u>3103.8</u> HRS. SIGNED <u>[Signature]</u> TITLE OR NO. <u>ACP 480968613</u> <u>CW 1076-07-12 By Ground Run</u> <u>John H. Binnell</u> <u>ACP 480968613</u>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
March 20, 1990	Brought Forward →	2349.6	TACH: 3126.0	Installed new Alternator belt P/N PS10069-1-3 as per manual. Installed 3 static wicks to left wing as per manual. Recowled and performed operation check. Risky Hauld 458081580, END
11 April 90				
Tach time	3210.0	2376.1		
Installed new static wicks - Replaced alternator Belt with new one Changed oil & filters - AeroShell 15W-50 Filters P/N ES 48110 - Replaced Cabin Heat Hose with new one - Shussed Prop				
Total To Carry Forward				(See Next Page)

Registration No. _____

and Remarks	Signature	Certificate No.
I certify that this <u>Aircraft</u> has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in an airworthy condition. Signed: <u>[Signature]</u> Date: <u>11 April 90</u> A & P No. 1501752 LA.		
	Zach Time 3210.0	
	Hot Air Time 2376.1	
	Work Order # 2540	
29 June 90	Tach Time 3388.2	
Lubricated Aircraft per Piper Service Manual missing co pilot seat latch bolts Replaced all tracks cleaned & inspected. A.P. Checked		
See Back of This Page. - E L T Battery due		
Sept 90 - See Next Page		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
29 June 90	Brought Forward →	I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in an airworthy condition.		
Tach Time 3328.1		Signed: <u>[Signature]</u>		
		Date: <u>29 June 90</u> A & P No. <u>1501752 LA</u>		
See work order #2624 for last annual/100 hr inspection				
Tach Time was 3228.3				
		<u>[Signature]</u> 1501752		
		29 June 90		
18 July 90		Performed 50 HR inspection - Replaced R/H Main Tire - Replaced R/H WEARTEAR Brake Pads. I hereby certify that this Airframe is in an Airworthy Condition. End - Work 2732		
Tach 3447.7		Tristram J. J. III		
TT: 3447.7		ATP 457374868 <u>[Signature]</u>		
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
27 July 90 Tach Time 3485.1 Total Airframe Time 3485.1 See Work order No 2721 Lubricated Per Piper Service manual - Inspected Seat Tracks found to be Serviceable R Seat Track Latch Repaired. AP. 76-07-12 My Switch Complied with this date.	I certify that this <u>script</u> has been in- spected in accordance with a <u>manual</u> inspection and was determined to be in an airworthy condition. Signed: <u>Tahit</u> Date: <u>27 July 90</u>	✓ A & P No. 15017521A.

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Brought Forward → I certify that the Altimeter System, Altitude Reporting Equipment and Static System Test required by FAR Part 91.171 have been performed. A/C Hour Meter Static System Date 7-30-90 W.O. No. 5760 Altitude 4A352 Date 7/30/90 Tested to 24K Feet R/H T's to T's to Feet Automatic Pressure Reporting System Type TCI S/N 34130 Date Tested to Feet Signature [Signature] Certificate No. 2422317 I certify that the ATC Transponder No. 1 KT72A No. 2 Has been tested and inspected in accordance with FAR 91.172 A/C Hour Meter Signature [Signature] Certificate No. 2422317 Date 7-30-90 Work Order No. 5760 ← [Signature] CRS FOR BACK Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Installed elevator trim cable Per AC 43.13 and Piper manual.	Robert J. Young	52625352
Test flight check good R/B		
Certify: This date: 09-11-90 100 hr inspection complete		
Installed New tachometer Reading 0000.4 S/N 2052 DI-112-502		P/N
Installed new EKT Battery.		a/p 724513
Replaced Lt Brake pads. W.C. Bernuth		
Total Tack Time 3513.0		
NOT USED		

The aircraft and/or component identified on reverse side was repaired and inspected in accordance with current FAA regulations and was found worthy for return to service. Pertinent details on file at this agency under.

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
14 Nov 90	Brought Forward →			NO# 76-07-12 C/W BY RUNUP
1 TACH-97.1				REPLACED NOSE GEAR TRAVEL STOP BOLT WITH NEW. OPS ✓ LITES & BATTERY. I CERTIFY
1 TT-3611.7				THAT THIS AIRCRAFT HAS BEEN INSPECTED WITHIN A 100 HR INSP & IS DEEMED AIRWORTHY. ALL ADS RESEARCHED & NONE FOUND TO BE APPLICABLE AT THIS TIME. RELEASED TO SERVICE THIS DATE. Mike Tracy N452H12412
6 FEB 91				① REMOVED & REPLACED RT MAIN TIRE TACH-196.8 & TUBE WITH NEW P# 6x6.00 (LPR) TIRE
TT-3711.4				& 6x6 TUBE. ② REPLACED BOTH RT GEAR BRAKE PADS WITH NEW P# DAL-6-55. ③ REPAIRED
Total To Carry Forward				RT SEAT LOCKING MECHANISM. CONTINUED NEXT PAGE

[illegible]

AIRCRAFT LOG

1991 Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
5-APRIL 91	Brought Forward →	TACH 0296.7 HR T-T. 3811.3 HRS		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR INSPECTION & DETERMINED TO BE IN AIRWORTHY CONDITION.				
AD-76-07-12 (IGNITION SWITCH) C/W BY RUN-UP				
NEXT DUE	0396.7 HRS	Joe E. Mannon		
OR 3911.3 T-T.		AEP 21246513		
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
DATE <u>7-6-91</u> TT <u>3909.6</u>		
I CERTIFY THIS AIRCRAFT HAS BEEN		
INSPECTED IN ACCORDANCE WITH A <u>100 HR</u>		
INSPECTION AND WAS DETERMINED TO BE IN AIR		
WORTHY CONDITION, UNDER # <u>945</u> WORK ORDER		
A.P. 76-07-02 C.W. BY RUN-UP		
P / W / A.P. 2297330		
NEXT DUE <u>4009.6 T-T.</u>		
DATE <u>7-6-91</u> TT <u>3909.6</u> ✓		
I CERTIFY THIS AIRCRAFT HAS BEEN		
INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u>		
INSPECTION AND WAS DETERMINED TO BE IN AIR		
WORTHY CONDITION, UNDER # <u>945</u> WORK ORDER		
Joe E. Mannon		
AEP 21246513 IA		

72-07

Registration No. _____

and Remarks	Signature	Certificate No.
5/21/92 TT 4106.5	Completed Annual Inspection. Replaced Vacuum	
TACH 591.9	REGULATOR FILTER. TIGHTENED ELEVATOR RT HINGE BOLT.	
ISLA 98.6	TIGHTENED UPPER RUDDER HINGE BOLT. REBUILT	
	Left BRAKE CALIPER. AD 76-07-12 CHECKED BY OPERATION	
	OF SWITCH. AD'S CHECKED THRU 92-09. ALL OTHER ROUTINE	
	WORK PERFORMED.	
	I CERTIFY THAT THIS (AIRCRAFT ENGINE) HAS	
	BEEN INSPECTED IN ACCORDANCE WITH AN	
	ANNUAL INSPECTION AND WAS DETERMINED	
	TO BE IN AIRWORTHY CONDITION	
	Ray Chas. 80662810 JA	

Engine, propeller, and inspected Federal Vice.

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6-5-92	Brought Forward →		614.4	REMOVED TURN-COORDINATOR
				MODEL 1394T100-(72) S/N 829-101. REPLACED WITH
				REPAIRED UNIT MODEL RCA-80A-1 S/N TC-4299.
				(UNIT REPAIRED BY KEYSTONE INSTRUMENTS INC. WO. 92-760)
				<i>Daniel S. Curry</i> CR ST VY2R257K
Total To Carry Forward				

Registration No. _____

[illegible]

AIRCRAFT LOG


**WILAIR
SERVICES, INC.**

 1265 Scottsville Road • Rochester, New York 14624
 CRS #VY2R257L

N81740 PA28-161 28-8216130 HOBBS 3611.6 07-28-92

 I certify that the Altimeter and Static System tests required by FAR Part 91.411
 have been performed.

Altimeter(s):

 L/HS/N T1423 Date 7-28-92 Tested to 20K Feet

 R/HS/N Date Tested to Feet

Air Data Computer:

 S/N Date Tested to Feet

 Altitude Encoder: Model D120-P2-T

 S/N 34130 Date 7-28-92 Tested to 20K Feet

 Static System Test Date 7-28-92

 Signed [Signature]

Wilair Services Inc.

FAA Approved Repair Station #VY2R257L

 Tot:
 Carry forward

Registration No. _____


**WILAIR
SERVICES, INC.**

 1265 Scottsville Road • Rochester, New York 14624
 CRS #VY2R257L

N81740 PA28-161 28-8216130 HOBBS 3611.6 07-28-92

 The ATC transponder tests and inspections required by FAR 91.413
 were performed this date and found to comply with FAR 43.
 Appendix F.

 ATC Transponder #1 KT76A S/N 31014

 ATC Transponder #2 S/N

Details of this inspection are on file at this repair station under

 W/O# 69059 Date 7-28-92

 Signature [Signature] Certificate # VY2R257L

Wilair Services Inc. Rochester, NY 14624

Approved Repair Station #VY2R257L

MAINTENANCE RELEASE

NOMENCLATURE DC 400
 SERIAL NO. 808876 PART/MODEL NO. 520254
 OVERHAUL REPAIR FUNC. TEST

The Aircraft Appliance identified above was overhauled, repaired, or func. tested as per block in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under work order no. 7163

Authorized Signature

Date

7/29/92

and Remarks

Certificate No.

7-31-92 tach 689.6 Completed annual inspection. HD notes (ke.)
 H24 92-12 CW AD# 76-07-12 Bendix mag switch Function ok ok
 Next Due at 789.6 hrs. CW AD# 92-15-16 By Resarching
 Repair Records of CARBURETOR SN DC 2 777. NA installed DC 909376
 2 M/G tires. 1 Brake pad. Repaired caplits seat Adjuster.
 Lubed & Rigged Defroster control.

DATE 7-31-92 TOTAL TIME 4204.2

I CERTIFY THAT THIS AIRCRAFT HAS BEEN

INSPECTED IN ACCORDANCE WITH AD/NOTAC
 INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY
 CONDITION

SIGNATURE Alan R. Chaff NO AP1596706IA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	4204.2		
9-30-42			736T	Removed and Replaced
	LANDING LIGHT WITH GE Lamp # 4509. Operational			
	Test Satisfactory. 11/5/92			
4-30-42	736T			Removed and Replaced ELT Battery. Operational
	check Satisfactory.			
Total To Carry Forward			11/5/92	58662240

Registration No. _____

and Remarks	Signature	Certificate No.
11-18-92 tach 788.2 HHS 4302.8 Completed Annual inspection AD notes ckd thru 92-22 CW AD # 76-07-12 Functional OK of Bendix switch AD # 92-20-07 NHT Researched Records of Fuel pump SAS 154229107. Replaced 3 brake pads. Repaired wiring to dome light. Accomplished All Routine Service. Operational preflight OK Found All Satisfactory.		
DATE 11-18-92 TOTAL TIME 4302.8		
I CERTIFY THAT THIS AIRCRAFT HAS BEEN		
INSPECTED IN ACCORDANCE WITH AIRMANUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.		
ALAN R. CHAFFEE A.P. 1896706 LA.		
SIGNATURE Alan R Chaffee		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12-18-92	Brought Forward →	4319.1	854.5	Removed + replaced and regged system.
12-24-92		4320.6	856.0	Remove starter and
Total To Carry Forward				

Registration No. _____

[illegible]

AIRCRAFT LOG

Aircraft Time

Recorder

N81740

PA 28 161 SN 28 16130

4-17-93 TACH 884.3 COMPLETED ANNUAL IUSP
AD NOTES CHECKED THRU 93-06. CW AD *76-07-12
FUNCTION OK OF BENDIX SWITCH NEXT DUE
AT 984 HRS. AD *92-20-07 NA FUEL PUMP.

DATE 4-17-93 TOTAL TIME 884.3 TACH

I CERTIFY THAT THIS AIRCRAFT HAS BEEN

INSPECTED IN ACCORDANCE WITH AN ANNUAL
INSPECTION AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION.

ALAN R. CHAFFEE A.P. 1896706 I.A.

SIGNATURE

Alan R. Chaffee

T
C

Registration No.



and Remarks

TACH: 966.9

06-07-93 REMOVED ONE INSPECTION

487-169

SOLENOID

AND REPLACED IT WITH AN OPERATIVE COMPONENT

79548976

SERIAL # 99130 02, OPERATIONAL CHECK OK. E.P. A.P.

6-18-93

TACH 983.2

4497.8

TTA 4488.0

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED

IN ACCORDANCE WITH A 100-HR INSPECTION USING APPLICABLE MANUAL

AND CHECKLIST, AND IS DETERMINED TO BE IN AN AIRWORTHY

CONDITION. AD SUPPLEMENTS WITH AIRCRAFT LOGS - ALL APPLICABLE

ADS HAVE BEEN COMPLIED WITH AS PRESCRIBED.

E.P. A.P. 79548976

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →	4497.8	983.2	✓
8-25-93	1083 TACH.	I	CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I/A/W A 100 HOUR INSPECTION USING A PIPER SERVICE MANUAL AND CHECKLIST, AND IT IS DETERMINED TO BE IN AN AIRWORTHY CONDITION. A.D. SUPPLEMENT WITH A/C LOGS. ALL APPLICABLE A.D.S HAVE BEEN COMPLIED WITH AS PRESCRIBED. C.D. / A.A. 79548976.	
Total To Carry Forward		4597.6	1083.0	

Registration No. _____

and Remarks	Signature	Certificate No.
NEW 11TH. 10-10-93 REMOVED INOPERATIVE TACH READING	TT 4676.4	1161.8
REPLACED WITH A USED TACH READING		539.1
100 HOUR IS DUE 560.3 TACH. ✓ C.D. / A.A. 79548976.		
12-22-93 559.0 TACH C/W FUNCTION OF BENDIX SWITCH A/D 7607-12. NEXT DUE 659.0.		
✓ 4696.5 TT 12-24-93 559.2 TACH I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I/A/W A 100 HOUR INSPECTION USING A PIPER SERVICE MANUAL AND A CHECKLIST, AND IT IS DETERMINED TO BE IN AN AIRWORTHY CONDITION. A.D. CHECKED THRU 93-25. REPLACED LEFT MAIN TIRE, AND NOSE TIRE. C.D. / A.A. 79548976.		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1994 05/01/94	Brought Forward →	1258.3	1161.6	E L T due 11-94 Repl Replace flap handle right main landing Replace #1 rocker #1 67/80 #2 70/80 and cleaned oil screen
Total To Carry Forward				

Registration No.

and Remarks	Signature
acc tachometer, (Total time from new tach) bushing A/P Servin button # 965. Replace gear tire. Replace vacuum system air filter Crown cover gasket. Compression check as follows #3 ⁷⁴ /80 #4 ⁷⁶ /80. Changed oil, replaced oil filter cleaned & checked plugs. AD's Checked through 94-07	
DATE 05/01/94 TACH TIME 1161.3 TOTAL TIME 1258.3	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION, AND FOUND TO BE IN AN AIRWORTHY CONDITION. AD'S CHECKED THROUGH	
Ralph E. Wood	
RALPH E. WOOD AF 878427 1A	

Serviceable Part Tag		Customer	
CLASS 1-2-3		FAA REPAIR STATION	
7-194	1236.0-TACH	Removed Insp. Dg. +	
		Replaced with an overhauled yellow tagged	
		unit. See yellow tag. OPERATIONAL CHECK	
		OK. <u>E.P.A. A+779548976</u>	
I certify that the following items have been tested and inspected as required by FAR 91.411 and 91.413, in accordance with FAR 43 appendix E and appendix F Transponder: <u>KT-76A</u> Serial: <u>34274</u> Altimeter: <u>5434P-1</u> Serial: <u>J1423</u> Encoder: <u>8726-P2-T</u> Serial: <u>34130</u> Certified to altitude of: <u>20,000 FEET</u> Signed: <u>[Signature]</u> Date: <u>7-17-94</u> W/O: <u>226</u> For: <u>IFR</u> Big East Avionics / CRS # B4ER327J Fulton, New York 13069			
Total To Carry Forward			

Registration No. _____

and Remarks	Signature	Certificate No.
TACH. 1236.0 TTIS 1357	7-2694	
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED		
I/O/A 100 HOUR INSPECTION USING A PIPER SERVICE		
IMPACT CHECKLIST, AND IT IS DETERMINED TO BE		
IN AN AIRWORTHY CONDITION.		
C.W. AD# 7667-12 FUNCTION OF BEND SWITCH NOT DUE 13610.		
AD: CHECKED THRU 94-14.		
E.P.A. A+779548976		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10-06-94	Brought Forward →	1456.7 13	1360.0 1360.0	- REPLACED AIR FILTER ALL 4 BRAKE LINES 66-105 REPLACED SCAT TUBING FROM CARB TO MUFFLER LEFT MAIN GEAR WHEEL I CERTIFY THAT THIS A 100 HOUR INSPECTION CHECKLIST + IT IS DETERMINED C.W. AD ⁴ 76-07-12 ADS CHECKED THRU 74-19.
Total To Carry Forward				

Registration No. _____

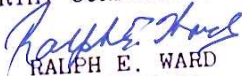
and Remarks	Signature	Certificate No.
ITA 4684.5 ELEMENT BA-16, - REPLACED - REPLACED LEFT MAIN TIRE, FROM AIR INLET TO CARB. + SHROUD, - REPAIRED + PAINTED PANT + FRONT LOWER COWLING. AIRCRAFT HAS BEEN INSPECTED I/A/W USING A PIPER SERVICE MANUAL A TO BE IN AN AIRWORTHY CONDITION. FUNCTION OF BENDIX SWITCH NEXT DUE 1460.0 TACH. - END -	* ELT BATTERY REPLACED. NEXT DUE 11/96. OPERATIONAL CHECK. O.K. C.R.O. AD 76-07-12 T.A. AD 76-07-12	

	Brought Forward →	Total	Reading	Maintenance
11-20-94	1390.0 TACH		REMOVED	INOP. ATTITUDE
			INDICATOR +	REPLACED WITH
			AN OVERHAULED UNIT.	P/N 52D266,
			S/N 6242A.	OPERATIONAL CHECK
			SATISFACTORY.	[Signature] ATP 79548976.
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
03/18/95	Brought Forward →	3557.5 360.0 4797.5	1459.0	ELT DUE 11/96 CHECK CLEANED & LUBRICATED ENGINE DETAILS. AD'S
6/9/95	99.5	4897.0	1558.5	
9/20/95	97.0	4994.0	1655.5	
3/13/96	49.5	5043.5	1705.0	
4/20/96	21.5	5065.0	1726.5	
5/28/96	22.5	5087.5	1749.0	
7/18/96	32.6	5120.1	1781.6	
7/31/96	9.7	5129.8	1791.3	
Total To Carry Forward		5129.8	1791.3	

Registration No. _____

and Remarks	Signature	Certificate No.
ED ALL CONTROL CABLE TENSION		
CABLE PULKS. SEE ENGINE LOG FOR		
CHECKED THROUGH 95-04		
DATE <u>3-18-95</u> TACH <u>459.0</u> TOTAL <u>4797.5</u>		
ELT DUE DATE <u>11/96</u> AD'S TO <u>95-04</u>		
I CERTIFY THAT THIS (AIRCRAFT/ ENGINE) HAS BEEN INSPECTED I\A\W AN ANNUAL INSPECTION AND FOUND TO BE IN AN AIRWORTHY CONDITION.		
 RALPH E. WARD AP 678427 IA		