

Volume #: 1

Opened on: 08 OCT 2005

ENGINE DETAILS

1. Manufacturer Pratt & Whitney Canada Corp.

2. Type/Model/Series PT6A- 42A B/S: 1192

3. Serial Number PCE- RM0261

THIS ENGINE SERVICED WITH
EXXON TURBO 2380
OIL AT THE PIPER FACTORY

CYCLE COUNT AS OF FEB 21 2006

NUMBER OF CYCLES 12

ENGINE TECHNICAL RECORD

INSTRUCTIONS FOR USE

General

This engine logbook is part of the permanent technical record for the engine described on page 1. Only information that is directly applicable to the engine should be entered into this log. Information relating to the airframe, propellers, or other components having their own technical records, should be entered into those records. Entries may be made either by writing directly in the log pages, or by completion of separate typed reports, which are then pasted, or otherwise permanently attached to the applicable sections of the logbook. The regulatory requirements for permanent technical records are contained in Division IV of Subpart 605 of the CARs.

Users may adopt different date formats to conform to local convention. Upon commencing a new page, enter an example of the date format to be used in the space provided at the top of each date column. For example, enter "dd/mm/yy" if date will be entered in the sequence day, month and the last two digits of the year. All date entries on that page must then conform to the format indicated. When an entry takes up more than one row, draw a line through the unused cells of the affected rows to prevent the entry of unrelated information.

Maintenance may be recorded directly in this log, together with the applicable maintenance release, or it may be first recorded and certified in the aircraft journey log, and then transcribed into this log no later than thirty days following the events concerned. Where maintenance is originally certified in the journey log, there is no need for a second maintenance release when the particulars (along with the name and authorization reference¹ of the person who made the original entry) are transcribed into this log, however the name of the person making the transcription must be entered. Persons who transcribe entries are responsible only for the accuracy of the transcription, not for the work described.

When an entry made in this technical record is signed and an authorization reference is entered adjacent to the signature, the entry constitutes the maintenance release required by CAR 605.85, and indicates that the maintenance has been performed in accordance with the applicable airworthiness requirements.

Engine information (front page)

On bringing this log into use, enter the appropriate volume number, the date, and other applicable information relating to the engine in the spaces provided on page 1. Upon starting a new volume, current information found in Sections 2 thru 5 of the completed log are to be transcribed from the previous volume.

Section 1: Record of engine maintenance and elementary work

For each item of maintenance or elementary work performed on the engine (including compliance with airworthiness directives and the removal and installation of items that have their own permanent technical records) enter the date, engine total time in service since new (if known), time since engine overhaul (and/or engine cycles, as applicable) and a brief description of the task, in the appropriate cells. Where the information is transcribed from the aircraft journey log, the name of the person transcribing the information should be printed (not signed) in the signature cell, and a line struck through the "AME ACA/AMO SCA/AMO" cell.

¹ e.g. an AME licence number, or an Aircraft Certifying Authority (ACA) or Shop Certifying Authority (SCA) reference, together with the applicable Approved Maintenance Organization (AMO) number.

Where the information is being recorded for the first time, and relates to a task that requires a maintenance release, the person issuing the release must sign in the signature cell, and enter the applicable authorization reference in the "AME ACA/AMO SCA/AMO" cell.

Section 2: Record of engine installations

For each engine installation, enter the aircraft registration; the date installed, the position, the total time in service since the engine was new (if known), the total time in service since the engine was overhauled, and the aircraft's total time in service at installation. Leave the remainder of the cells empty. Do not strike a line through these cells. When the engine is removed, fill in the rest of the line with the date removed, the aircraft's total time in service at removal, the engine hours accumulated while installed, the engine's time since new, the engine's time since overhaul, the reason for removal and the name (not the signature) of the person making the entry. Where engine time is requested, enter the engine time and/or engine cycles, as applicable.

Section 3: Record of engine component installations

Make an entry in this section for each installation of any component for which a permanent technical record has been established (e.g. life-limited components). Enter the date, the total time since engine overhaul (and/or engine cycles, as applicable) at the time of the installation, a description of the item (e.g. fuel control unit, high pressure fuel pump, governor, etc.) type/model/series, serial number, and the position in which the item is installed (e.g. left, upper, auxillary, No. 1, etc.). Leave the remaining cells empty. Do not strike a line through these cells.

When a component is subsequently removed, the person making the entry relating to the removal must complete the record of that component's installation by entering, in the appropriate cells, the removal date, the reason for the component removal (e.g. time expired, defective, out of limits, etc.) and the name (not the signature) of the person making the entry. In most cases, this will occur at the same time as the entry for installation of the replacement component.

Do not enter maintenance releases in this section. Every entry in this section will also have a corresponding entry in Section 1, and the maintenance release will be included either there or in the aircraft journey log.

Section 4: Record of airworthiness directives, airworthiness limitations, and equivalent mandatory requirements applicable to the engine

Make an entry in this section in respect of each airworthiness directive, airworthiness limitation, life limit, or other mandatory requirement that applies to the engine or any installed component that constitutes part of the engine. Do not include information relating to items that are recorded in the component logs. Only make entries in relation to mandatory requirements. Do not make entries in this section relating to optional or merely recommended tasks, such as those recommended in service bulletins that have not been made mandatory by airworthiness directives or equivalent documents.

The entry should include the airworthiness directive/airworthiness limitation/equivalent mandatory requirement reference, the date the mandatory instruction becomes effective; the compliance threshold (hours, cycles, date, etc.) and, in the case of recurring requirements, the interval; a brief description of the item (e.g. inspect engine case for cracks) and the name (not the signature) of the person making the entry.

Note that the date to be entered is that upon which a mandatory instruction becomes effective, not the date upon which the mandated action is performed. In some cases, entries may be required in this section relating to actions that are not required for a considerable time. In the case of airworthiness limitations, the entry must be made upon first bringing the log into use. In the case of an airworthiness directive, the entry should be made as soon as possible, but in no case later than the date upon which the directive comes into effect.

When entering details of the compliance threshold and interval, indicate the applicable units (e.g. 20,000 cycles, 500 hours). Where no threshold is specified, draw a diagonal line through the "Threshold" cell. Where no repetitive action is called for, draw a diagonal line through the "Interval" cell.

Do not record or certify the actual performance of mandatory tasks in this section. These entries should be recorded in Section 1 and, where applicable, in the aircraft journey log.

Section 5: Record of engine major modifications & repairs, and supplemental Instructions for Continued Airworthiness (ICA)

Use this section to indicate any major repairs or modifications to the engine, regardless of whether they involve supplemental ICA. Also use this section to record any other circumstances such as the use of alternative parts that have been approved through the Parts Design Approval (PDA) process, if the approval refers to supplemental ICA. Supplemental ICA are instructions, additional to those of the original type certificate holder, published by the holders of Supplemental Type Certificates (STC), Repair Design Approvals (RDA) or PDA.

Supplemental ICA may relate to scheduled maintenance requirements, or to non-scheduled requirements (such as installation instructions, change in torque loadings or lubrication instructions, etc.). Information related to supplemental ICA must be entered in the technical record to alert owners, operators and maintenance personnel of the need to take these additional instructions into account.

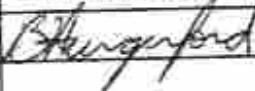
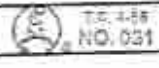
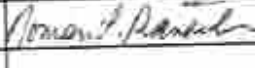

For each entry, include the date the change was incorporated, the identity of the change (e.g. the STC, RDA or PDA number) and a brief description (e.g. "Repair and modification of compressor outlet interstage case", "Replacement starter-clutch spring", etc.).

In the cell headed "ICA", enter Yes ("Y") or No ("N") as appropriate, to indicate if the approval document for the change includes supplemental ICA.

If the approval document for the change does not include supplemental ICA, then the cell headed "Sched. change" should also have an 'N' entered in it. If the approval document does include supplemental ICA, enter either an 'N' or a 'Y' in this cell as appropriate, to indicate if the ICA include scheduled maintenance requirements.

In the section "Description", briefly describe the nature of the ICA (e.g. installation instructions, 100 hour inspection, etc) and, if possible, a reference to where the full details can be found (e.g. STC holder's publication reference and/or internet web address). Finally, enter the name of the person making the entry.


Do not record or certify the modifications, repairs and/or parts installations in this section. These entries should be recorded in Section 1 and, where applicable, in the aircraft journey log.

	Signature	AME ACA/AMO SCA/AMO
NG/0 35150 RPM, at 950 SHP/8V0		
ITT Trim: 44.3 C°	B. HUNGERFORD	
T5 Trim Resistance: 24.2 Ohms		
ON ANOTHER ENGINE, REMOVED		
, INSTALLED PIN 10-38/550-4E		
INSTALLED IN ACCORDANCE WITH PAPER		
13. ALL WORK ACCOMPLISHED IN ACCORDANCE		
WORTHINESS		
RB)		
FF		
craft SN: 4697241		
service 2/28/06		
M5-500TP First 50 Hour:		
ne, propeller or appliance identified		
s of the Federal Aviation		
s performed in accordance with applicable		
structions. Pertinent details are on file.		
; Rev. 2006.5		
ECWR470D		
(72) 562-9257		



Clearwater Aircraft Maintenance and Service
 14421 Airport Parkway • Clearwater, FL 33762
 727-507-8881 • Fax 727-507-8887

Tall #: N45FF Hobbs: 103.5 Date: 05/11/06
 Total Time: 103.5 Work Order #: 3284

Accomplished ANNUAL engine inspection IAW Piper Meridian MM 5-20-00. Progressive inspection events one and two. Replaced o-ring on oil plug at the right upper side of the engine accessory housing. All AD's checked thru 2006-9 per T-data. See updated AD list in folder. I certify that this engine has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.
 Matthew Malouf A+P/IA 266233326 

Tracking Number:

Section 1: Record of engine maintenance and elementary work

Date .. / .. / ..	Time since new	Time since overhaul	Total cycles	Details of task
<p>SUN AVIATION, INC., Vero Beach, FL (VRB) Date: 8/1/06 Engine Log N45FF Hobbs: 155.2 Model: PT6A-42A Aircraft SN: 4697241 Eng. TT: 155.2 SN: PCE-RM0261 In service 2/28/06 ACTT: 155.2</p> <p>Accomplished Pratt Whitney SB 3426, para 3 A & D, removed Engine, removed Accessory Gear Box, shipped to Pratt Whitney in Orlando, FL for inspection and repairs, reinstalled Engine and Accessory Gear Box using new Seals/Gaskets/O Rings, as required, removal and installation IAW Piper's PA46-500TP M.M. Chapter 71-00-00 and 71-20-00 and Pratt Whitney's M.M. 3021442, Chapter 72-60-00. Serviced Engine with 12 Qts B/P 2380 Turbine Oil, performed ground ops check and no defects noted. Installed new Bleed Air Gasket PN 562-003 at Pre-Cooler Coupling.</p> <p>MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved to return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WOP# 24765.</p> <p>Signature <u>[Signature]</u> CRS # ECWR470D Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32991 (772) 562-9257</p>				

PEROMECH
 Quality Aircraft Service & Parts

N45FF 10/09/2006 TIME 206

ENGINE:
 1. Inspected first stage compressor blades.
 2. Inspected ignitors, found both plugs worn below limits. Replaced both plugs.
 3. Inspected chip detector plug in accordance with Chapter 5.
 4. Replaced fuel pump outlet filter.
 5. Complied with 200 hour fuel nozzle cleaning and flow test.
 6. Serviced with Exxon 2380.
 7. Inspected oil filter and reinstalled.

Signed: [Signature] A&P-IA: 266852622

PEROMECH
 Quality Aircraft Service & Parts

N45FF 10/09/2006 TIME 206

ENGINE: Completed Event I inspection in accordance with Piper inspection program. This engine has been inspected in accordance with a phase/event inspection and this aircraft is approved for return to service.

Signed: [Signature] A&P-IA: 266852622



N45FF 02/15/2007 TIME: 302.8

ture

AME
ACA/AMO
SCA/AMO

ENGINE:

- 1 Replaced both ignitors
- 2 Complied with PT6 100 hour o-ring and seal kit
- 3 Cleaned and inspected oil filter and reinstalled.
- 4 Complied with first stage compressor blade inspection.
- 5 Complied with chip detector inspection.
- 6 Performed ground run and leak check.
- 7 Serviced with one quart 2380.

Signed K. W. Sanford

A&P-IA: 26652622



N45FF 02/15/2007 TIME: 302.8

ENGINE: Completed Event II in accordance with Piper inspection form Chapter 5. This engine has been inspected in accordance with a phase/event inspection and this aircraft is approved for return to service.

Signed K. W. Sanford

A&P-IA: 26652622

Signature

AME
ACA/AMO
SCA/AMO

Pratt & Whitney Engine Services, Inc.
1525 Midway Park Road
Bridgeport, WV 26330
Certificate Number LMIR301K



Pratt & Whitney

A United Technologies Company

Manufacturer	Description	Model/Type	Serial Number
PRATT & WHITNEY	ENGINE TURBOPROP	PT6A-42A	PCE-RM0261
Time Since New 400.8	Cycles Since New 485	Time Since Overhaul ----	Cycles Since Overhaul ----

Overhaul Repair C.T. Vane Class: 6.78 652 P.T. Vane Class: 19.69 251
DESCRIPTION OF WORK ACCOMPLISHED AND REFERENCE DOCUMENTATION:

THIS ENGINE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH PRATT & WHITNEY OVERHAUL MANUAL 3021443 REV 39, DATED 10 NOV 2006, MANUFACTURER'S REQUIREMENTS AND SPECIFICATIONS FOR COMPRESSOR INLET CASE CORROSION, LOW OIL PRESSURE AND C.T. BLADE SULFIDATION. THE REMAINDER OF THE ENGINE WAS VISUALLY INSPECTED IN ACCORDANCE WITH MAINTENANCE MANUAL 3021442 REV 40, DATED 03 NOV 2006. THE ENGINE WAS REASSEMBLED AND TESTED IN ACCORDANCE WITH THE OVERHAUL MANUAL AND ENGINEERING WORKSCOPE INSTRUCTIONS.

L.T.T. TRIM: 89.9°F. 49.9°C.

TRIM RESISTANCE: 21.7Ω

This engine has been repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. This engine has been determined to be airworthy with respect to the work performed. Pertinent details of the work performed are on file at this agency under sales order No. 148238.

Date: OCTOBER 21, 2007

Signed:


EARLE F. ALLEN, AUTHORIZED INSPECTOR

PWV-3096 (MAY 98)

ENGINE MODEL (W1)
PT6A-42A
ENGINE S/N (R1)
PCE-RM0261
REG. NO. 40FF
WORK ORDER
2783-06-2007



Flightline Group, Inc.

3356 Capital Circle SW
Tallahassee, Florida 32310
Phone: 850-576-3515

DATE: 11/8/2007
Airframe TT:
ENG TT (R1): 408.8
ENG TD (R1):
HOURS: 400.8

Engine #1 Entries

C/W Piper Meridian Event 1 and Event 2 Engine Inspection... Remove engine for shipment to P & W for repairs. (see attached P & W entry)... Reinstalled engine, rigged, ran, and adjusted ref. Manufacturer's Instructions, Ops ok, good. Wash and run engine. Ops ok, good. No leaks.

The aircraft, engine, propeller or appliance identified above has been inspected per current FAA regulations Ref. latest Piper Event 1 and 2 Inspection guide and found to be in an airworthy condition. This release in no way verifies future airworthiness.

DATE: 11/8/2007

SIGNED:

Fred Davis, IA 2632998

Work Order: 2783-06-2007

Printed by EB6 3 (datacomedia.com)

Section 1: Record of engine maintenance and elementary work

Date --/--/--	Time since new	Time since overhaul	Total cycles	Details of task
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P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

Engine Log Entry		Hobbs: 448.7	Registration #: N45FF
Date: April 22, 2008		Total Time: -----	Make/Model: PT6A-42A
W/O: 25393		Cycles: -----	S/N: PCE-RM0261

- Performed 100 hour power recovery and turbine wash per Piper PA-46-500TP Malibu/Meridian M/M Ch. 12-00-00 and P&WC M/M Ch. 71-00-00. Inspected engine inlet for corrosion. No defects noted at this time. Applied LPS "Procyon" to engine inlet.

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25393 Date: April 22, 2008**
Signed: *[Signature]* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.
CRS# LF1R294K



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

Engine Log Entry		Hobbs: 496.7	Registration #: N45FF
Date: September 4, 2008		Total Time: 496.7	Make/Model: PT6A-42A
W/O: 25641		Cycles: -----	S/N: PCE-RM0261

- Performed 100 hour power recovery and turbine wash per Piper PA-46-500TP Malibu/Meridian M/M Ch. 12-00-00 and P&WC M/M Ch. 71-00-00.
- Inspected engine compressor section inlet housing for corrosion and treated with LPS corrosion inhibitor IAW Piper SL 1110 - Pratt & Whitney SIL No. PT6A-144R1 Compressor Turbine Wash Preventive Maintenance dated February 8, 2008 and P&WC PT6A-42A MM chapter 72-20-00. No corrosion noted at this time.

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25641 Date: September 4, 2008**
Signed: *[Signature]* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.
CRS# LF1R294K



P.O. Box 4942, Baltimore, Maryland 21220
 Phone: (410) 574-4144 / Fax: (410) 780-4438

AME
 ACA/AMO
 SCA/AMO

Engine Log Entry	Hobbs: 522.5	Registration #:	N45FF
Date: September 29, 2008	Total Time: _____	Make/Model:	PT6A-42A
W/O: 25678	Cycles: _____	S/N:	PCE-RM0261

- Performed 100 hour power recovery and turbine wash per Piper PA-46-500TP Malibu/Meridian M/M Ch. 12-00-00 and P&WC M/M Ch. 71-00-00.

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25678 Date: September 29, 2008**
 Signed *[Signature]* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220
 CRS# LF1R294K



P.O. Box 4942, Baltimore, Maryland 21220
 Phone: (410) 574-4144 / Fax: (410) 780-4438

Engine Log Entry	Hobbs: 542.4	Registration #:	N45FF
Date: December 1, 2008	Total Time: 542.4	Make/Model:	PT6A-42A
W/O: 25664	Cycles: 603	S/N:	PCE-RM0261
	TSO: _____		

Performed a 100-HOUR inspection:

- Performed an annual/100 hour inspection of the engine per the Piper PA-46-500TP Malibu/Meridian MM Ch. 5-20-00 and P&WC PT6A-42A MM Ch. 72-00-00.

Complied with the following Special Inspections per Chapter 05-30-00:

- Performed 100 hour power recovery and turbine wash per Piper PA-46-500TP Malibu/Meridian M/M Ch. 12-00-00 and P&WC M/M Ch. 71-00-00.
- Performed a 200 hour AGB scavenge screen inspection per the P&WC PT6A-42A MM chapter 72-60-00. No defects noted.
- Performed a 400 hr fuel nozzle inspection and boroscope inspection per the P&WC PT6A-42A MM chapters 73-10-05 and 72-00-00. Fuel nozzle inspection/repair performed by Prime Turbines, Inc., CRS UE5R246N, w/o W0033119.
- Performed a 500 hour reduction gearbox scavenge screen inspection.
- Performed a 600 hour engine fuel pump outlet filter replacement by installing a new filter p/n AN6235-3A.
- Performed a 600 hour fuel pump inlet screen inspection per the P&WC-PT6A-42A MM chapter 73-10-02.

1 of 2

Section 1: Record of engine maintenance and elementary work



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

k

Complied with the following Airworthiness Directives (AD's):

- AD notes checked thru bi-weekly 2008-23. See AD log dated November 11, 2008.


Completed the following additional items:

- Inspected engine compressor section inlet housing for corrosion and treated with LPS corrosion inhibitor IAW Piper SL 1110 - Pratt & Whitney SIL No. PT6A-144R1 Compressor Turbine Wash Preventive Maintenance dated February 8, 2008 and P&WC PT6A-42A MM chapter 72-20-00. No corrosion noted at this time.
- Adjusted idle engine speed to within limits IAW Piper PA46-500TP MM chapter 76-10-00
- Installed new .041 safety wire on several v-band clamp safeties IAW Piper PA46-500TP MM chapter 21-30-00.
- Installed a new beta block p/n A3026 per the Piper PA-46-500TP Malibu/Meridian MM chapter 61-10-00.

I certify that this **ENGINE** has been inspected in accordance with a **100-HOUR** inspection and was determined to be in airworthy condition.

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25664 Date: December 1, 2008**

Signed  for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220. CRS# LF1R294K

SUN AVIATION, INC., Vero Beach, FL (VRB)

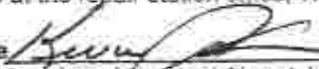
Date: 02/19/09
Hobbs: 577.9
Eng. TT: 577.9
ACTT: 577.9

Engine Log
Model: PT6A-42A
SN: PCE-RM0261

N45FF
Aircraft SN: 4697241
In service 2/28/06

Performed a hot section boroscope per P&W PT6A-42A M.M. 72-00-00 with no abnormalities noted. Accomplished a visual inspection of the compressor inlet with no abnormalities noted.

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved to return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office. WO# 25626 & 25636.

Signature  CRS # ECWR470D
Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (772) 562-9257

January 4, 2010
N45FF, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 628.3 EngTT: 628.5

Beechcraft
Authorized Service Center

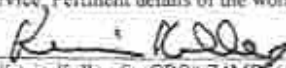
Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 610582

This is a permanent part of the Aircraft Records. The following inspection, maintenance, repairs or replacements were accomplished:

1. Completed and Annual Inspection per the Mather Aviation Single Engine 100 hour / Annual Inspection Checklist.
2. Completed engine inspection per MM table 602 minor, routine and 100 hour items.
3. Dressed leading edges of all first stage compressor blades per Pratt & Whitney MM 72-30-03.
4. Oil sample taken and sent for analysis.
5. Performed compressor / compressor turbine wash and rinse.

Technicians: P. McClure, G. Lianda, D. Mowery, F. Mock

This aircraft and/or component has been repaired and inspected in accordance with applicable FARs. I certify that this Engine has been inspected in accordance with an Annual Inspection and is approved for return to service. Pertinent details of the work performed are on file at this Facility.

Inspector: 
Kevin Kelley for CRS# Z4MR560Y

January 28, 2011

N45FF, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 656.6 EngTT: 656.6

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
SQ#: 611869

IME
VAMO
VAMO

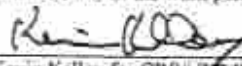
This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished.

1. Completed and Annual Inspection per the Mather Aviation Single Engine 100 hour / Annual Inspection Checklist.
2. Completed engine inspection per MM table 601 minor, routine and 100 hour items.
3. Oil sample taken and sent for analysis.

Technician(s): F. Mook, D. Mowery, R. Dodge

I certify that this Aircraft and/or component has been inspected in accordance with applicable FARs and an Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this Facility.

Inspector:


Kevin Kelley for CRS# Z4MR560Y

January 12, 2013

N45FE, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 701.7 EngTT: 701.7

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 612857

This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished.

1. Completed and Annual Inspection per the Mather Aviation Single Engine 100 hour / Annual Inspection Checklist.
2. Completed engine inspection per MM table 601 minor, routine and 100 hour items.
3. Oil sample taken and sent for analysis.
4. Removed and replaced worn igniter plugs, 2 ea. p/n CH34055, units ops checked good.
5. Adjusted alternator and air conditioning compressor belts tension to within limits.

Technician(s): R. Tello, L. Nieling, P. McClure

I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.

Inspector:


Peter McClure for CRS# Z4MR560Y

March 11, 2013

N45FF, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 728.2 EngTT: 728.2

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 613899

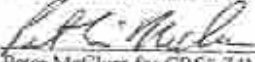
This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished.

1. Completed and Annual Inspection per the Mather Aviation Single Engine 100 hour / Annual Inspection Checklist.
2. Completed engine inspection per MM table 601 minor, routine and 100 hour items.
3. Oil sample taken and sent for analysis.
4. Removed and replaced o-ring, p/n M83248/1-904, on fuel/oil heater drain plug and safetied. No leaks noted on engine run.

Technician(s): V. Franco, D. Mowery, P. McClure, M. Dudics, R. Tello

I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.

Inspector:


Peter McClure for CRS# Z4MR560Y

January 24, 2014

N45FF, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 755.7 EngTT: 755.7

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 613133

This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished.


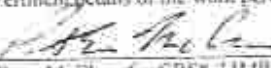
1. Removed and replaced o-ring, p/n 3-904V747-75, on fuel/oil heater drain plug and safetied. No leaks noted on engine run. Topped off engine with 1 qt. BP 2380 oil.

Technician(s): P. McClure

This aircraft and/or component has been repaired and inspected in accordance with applicable Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details of the work performed are on file at this Facility.

Inspector:


Peter McClure for CRS# Z4MR560Y

Date mm/dd/yy	Time since new	Time since overhaul	Total cycles	Details of task
<p>April 18, 2014</p> <p>N45FF Piper PA46-500TP, S/N: 4097241 PT6A-42A, S/N: PCE-RM0261 Meter: 757.5 EngTT: 757.5</p>			<p>Beechcraft Authorized Service Center</p>	<p>Mather Aviation LLC Hayward Executive Airport FAA CRS No. Z4MR560Y WO# 615271</p> <p>This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished:</p> <ol style="list-style-type: none"> 1. Complied with Annual Inspection per the Piper Maintenance Manual Event #1 & 2 Inspection Checklist. 2. Completed engine inspection per Pratt and Whitney MM table 601 minor, routine and 100 hour items. 3. Oil sample taken and sent for analysis. 4. Complied with 300 Hr. starter / generator cleaning and brush inspection, no defects noted. 5. Removed and replaced alternator belt with new part, p/n 73965-023. Adjusted belt tension to within limits. 6. Adjusted air conditioning compressor belt tension to within limits. <p>Technician(s): V. Franco, P. McClure, D. Arta, S. Katz I certify that this Aircraft and/or component has been inspected in accordance with 14 CFR 91.409(a)(1). Annual Inspection was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.</p> <p>Inspector:  Kevin Kelley for CRS# Z4MR560Y</p>
<p>May 7, 2014</p> <p>N45FF Piper PA46-500TP P&W PT6A-42A S/N PCE-RM0261 Meter: 758.6 AFTT: 758.6</p>			<p>Beechcraft Authorized Service Center</p>	<p>Mather Aviation LLC Hayward Executive Airport FAA CRS No. Z4MR560Y WO# 615387</p> <p>This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished:</p> <ol style="list-style-type: none"> 1. Gained access to fuel oil heater. Removed fuel oil heater and replaced packings: 3 ea. p/n AS3209-114, 2 ea. p/n AS3209-016, on transfer tubes. Replaced packing, p/n 801087007, on drain plug. Installed and safetied fuel oil heater. Installed items disconnected or removed for access. Performed ground run, no leaks noted. <p>Technician(s): R. Tello, R. Dudge This aircraft and/or component has been repaired and inspected in accordance with applicable Federal Aviation Regulations, was found airworthy with respect to the work performed and is approved for return to service. Pertinent details of the work performed are on file at this Facility.</p> <p>Inspector:  Peter McClure for CRS# Z4MR560Y</p>

May 14, 2015

N45FF Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter 801.8 EngTT: 801.8

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 615902

nature

AME
ACA/AMO
SCA/AMO

This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished

1. Complied with Annual Inspection per the Piper Maintenance Manual Event #1 & 2 Inspection Checklist.
2. Completed engine inspection per Pratt and Whitney MM table 601 minor, routine and 100 hour items. Oil sample taken and sent for analysis.
3. Complied with 600 Hr / 12 Mo. chip detector bridge check and chip detector checks OK.
4. Complied with 1000 Hr / 96 Mo. Replacement of non-type D hose assemblies. Removed and replaced hose assemblies. 2 ea. p/n 124F002-4CR0166, 1 ea. p/n 111F504-4S0124, 1 ea. p/n 111F502-4S0216. No leaks noted on run.
5. Removed overspeed governor p/n: 210638, s/n: 14414023 and sent for 6500 Hr / 72 Mo. overhaul. Reinstalled same governor after overhaul by 'Action Aero' AMO# 01-08. Ran engine and ops and leak checks OK.
6. Removed primary governor p/n: 8210-007-01, s/n: 14410018 and sent for 4500 Hr / 72 Mo. overhaul. Reinstalled same governor after overhaul by 'Action Aero' AMO# 01-08. Ran engine and ops and leak checks OK.
7. Adjusted low idle N1 to within limits.
8. Adjusted max propeller RPM to within limits.
9. Adjusted propeller reverse RPM to within limits.
10. Propeller removed for overhaul. Installed propeller after overhauled.

Technician(s): P. McClure, L. Sieling, B. DeBies, D. Mowery, R. Dodge

I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.

Inspector:

Kevin Kelley for CRS# Z4MR560Y

May 29, 2014

N45FF Piper PA46-500TP
P&W PT6A-42A S/N PCE-RM0261
Meter: 803.1 EngTT: 803.1

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 615961

This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished

1. Removed top cowl, adjusted primary governor max stop, ran engine and prop RPM is within MM limits, secured adjustments and reinstalled top cowl.

Technician(s): L. Sieling, R. Dodge

This aircraft and/or component has been repaired and inspected in accordance with applicable Federal Aviation Regulations, was found airworthy with respect to the work performed and is approved for return to service. Pertinent details of the work performed are on file at this Facility.

Inspector:

Kevin Kelley for CRS# Z4MR560Y

May 31, 2016

N45FF Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 844.7 EngTT: 844.7

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WO#: 616450

This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished

1. Complied with Annual Inspection per the Piper Maintenance Manual Event #1 & 2 Inspection Checklist.
2. Completed engine inspection per Pratt and Whitney MM table 601 minor, routine and 100 hour items.
3. Oil sample taken and sent for analysis
4. Complied with 600 Hr / 12 Mo. chip detector bridge gap check and chip detector checks OK.

Technician(s): L. Sieling, D. Mowery, R. Dodge, R. Tello, D. Vital

I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.

Inspector:

Kevin Kelley for CRS# Z4MR560Y

Section 1: Record of engine maintenance and elementary work

May 26, 2017

N45FE, Piper PA46-500TP, S/N: 4697241
PT6A-42A, S/N: PCE-RM0261
Meter: 844.7 EngTT: 844.7

Beechcraft
Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAA CRS No. Z4MR560Y
WQ#: 616948

Details of task


This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished:

1. Complied with **Annual Inspection** per the Piper Maintenance Manual Event #1 & 2 Inspection Checklist.
2. Completed engine inspection per Pratt and Whitney MM table 601 minor, routine and 100 hour items.
3. Oil sample taken and sent for analysis.
4. Complied with 400 hour fuel nozzle cleaning and flow check, no defects noted. Installed nozzle assemblies with new gaskets, 14 ea. p/n: 3011157, O-rings, 58 ea. p/n: M83248/1-009 and 2 ea. new fuel tubes p/n: 3011155. No leaks or defects noted during post inspection run.
5. Complied with 400 hour borescope inspection per EMM 72-00-00 and no defects noted.
6. Complied with 600 Hr. / 12 Mo. chip detector bridge gap check and chip detector checks OK.
7. Serviced with 3 quarts HP 2380 turbine oil.

Technician(s): L. Sieling, R. Dodge, D. Vital

I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.

Inspector: 
Kevin Kelley for CRS# Z4MR560Y

	June 7, 2018	Beechcraft	Mather Aviation LLC
	N45FE, Piper PA46-500TP, S/N: 4697241	Authorized Service Center	Hayward Executive Airport
	PT6A-42A, S/N: PCE-RM0261		FAA CRS No. Z4MR560Y
	Meter: 933.2 EngTT: 933.2		WQ#: 617461
	This is a permanent part of the Engine Records. The following inspection, maintenance, repairs or replacements were accomplished:		
	<ol style="list-style-type: none"> 1. Complied with Annual Inspection per the Piper Maintenance Manual Event #1 & 2 Inspection Checklist. 2. Completed engine inspection per Pratt and Whitney MM table 601 minor, routine and 100 hour items. 3. Oil sample taken and sent for analysis. 4. Replaced right igniter lead with new p/n: 3119830-01. Igniters ops check OK. 5. Complied with 600 Hr. / 12 Mo. chip detector bridge gap check and chip detector checks OK. 		
	Technician(s): L. Sieling, R. Dodge, D. Mowery		
	I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(a)(1) Annual Inspection, was determined to be in an airworthy condition and is approved for return to service. Pertinent details of the work performed are on file at this facility.		
	Inspector:  Kevin Kelley for CRS# Z4MR560Y		

TIFFIN AIRE

N45FF Engine Log Date 4/1/2019 Hobbs 955.4 TTS New 955.4

REPLACED OIL FILTER WITH NEW P/N 05228-7579431. REPLACED P3 FILTER WITH NEW P/N WF335238. REPLACED FUEL PUMP PRESSURE FILTER, INSPECTED INLET SCREEN. NO DEFECTS NOTED. REPLACED STARTER/GENERATOR WITH HOOSIER AIRCRAFT ACCESSORIES OVERHAULED P/N 200SGL145Q S/N 500145. REPLACED (2) CH45055 IGNITERS WITH NEW. REPLACED LEFT IGNITION HARNESS WITH NEW P/N CHS3399-02. COLLECTED AVLAB OIL SAMPLE. INSPECTED COMPRESSOR INLET. NO DEFECTS NOTED. REAPPLIED CORROSION X. PERFORMED BORESCOPE INSPECTION. NO DEFECTS NOTED. COMPLETED EVENTS 1 AND 2 IN ACCORDANCE WITH PIPER PA46-500TP EVENTS 1 AND 2 INSPECTION CHECKLISTS. A.D.S. RESEARCHED THROUGH 2019-05. PERFORMED COMPRESSOR AND CT WASH AND RINSE.

I certify that this engine has been inspected in accordance with an Event 1 and 2 inspection and was determined to be in airworthy condition.

Work performed by Tiffin Aire, Inc.

Signature:  34621561A

TIFFIN AIRE



MO
MO

45FF Engine Log Date 7/25/2019 Hobbs 960.2
INSTALLED FUEL CONTROL UNIT AFTER OVERHAUL BY INTERNATIONAL GOVERNOR SERVICES LLC. OPS TESTED
SATISFACTORY. REPLACED NP TACH DRIVE SEAL.
 Work performed by Tiffin Aire, Inc.
 Signature: *John R. Kan* 3462156AP

SUN AVIATION, INC., Vero Beach, FL (VRB)
 Date: 10/11/19 Engine Log N45FF
 Hobbs: 973.0 Model: PT6A-42A Aircraft SN: 4697241
 Eng. TT: 973.0 SN: PCE-RM0261

Accomplished an Event I & II Annual Engine Inspection using the Piper PA46-500TP Event I & II Maintenance Manual as a guide. Accomplished a compressor and a CT desalination wash per P&W PT6A-42A MM 71-00-00. Accomplished Piper SL1155 ground idle adjustment. Accomplished 600 hour HP fuel pump outlet filter replacement per P&W PT6A-42A MM 73-10-02. Accomplished 600 hour HP fuel pump inlet screen cleaning and inspection per P&W PT6A-42A MM 73-10-00. Accomplished Piper SB1296 fuel control unit manual override inspection per P&W Canada SB A3487. Performed an engine boroscope per P&W MM 72-00-00 with no discrepancies. Applied LPS 3 corrosion inhibitor to compressor case inlet per P&W PT6A-42A MM PN 302144Z chapter 72-00-00. Replaced oil cooler inlet seals, installed P/N 102610-006 and 102610-007 per PA46-500TP MM 79-20-00. Repositioned vacuum system check valve per MM 37-00-00. Retensioned AC compressor and alternator belts per PA46-500TP MM 54-50-00 and 24-30-00.

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO # S004052 AD's Researched Thru 2019-20

Signature: *[Signature]* CRS # ECWR470D
 Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (772) 562-9257

LUBBOCK AERO

5304 N. Cedar Ave Lubbock, TX 79403 806-747-5101

Date: Mar 25, 2020 N#: 45FF Make: Piper
 Model: PA46-500TP S/N: 4897241 Hobbs: 1039.9

Customer request engine inspection prior to sale of aircraft.
 Performed a ground performance run as per Piper PA-46-500TP Maintenance Manual-71-00-00.
 Borescoped engine as per Pratt & Whitney Maintenance Manual, Chapter 72-00-00. Noted some minor sulfidation on CT blades, 1ea. minor rub on segments when scoping through #2 fuel nozzle hole. minor coating loss on blades and small exit duct, sooting on interior side of combustion liner, especially at ignitor hole on left side of engine, but noted in other places also, but not as heavy. Noted some minor coating loss to CT blades, small exit duct and Combustion Chamber. Did not see any signs of warpage to components, no notable rubbing or curling of CT blades tips; but the rub on segments is indication of rub at some point. Did not see any other rub marks on segments through #11 fuel nozzle.
 Checked calibration of ITT indicator as per Piper PA-46-500TP Maintenance Manual, Chapter 77-20-00.
 Checked within 1 degree Celsius of imputed temperature.
 Checked Loop resistance of T5 system. Checked at 1.5 ohms, (Tolerance is 1.30-1.55). Checked insulation resistance of T5 system. Checked at 56,000-57,000 ohms. Tolerance must be greater than 50,000 ohms. T5 system checked as per Pratt & Whitney PT6A-42A Maintenance Manual No. 3021442, Chapter 77-20-00.
 All items noted at this time are within limits as per Pratt & Whitney Maintenance Manual Chapter 72-00-00.

[Signature]
 Arnold Hertel AP2826822



Engine Log Book Entry

2988 West Walnut Hill Lane
DFW Airport, TX 75261

Work Order Number:
FLD10402

Date:
November 20, 2020

Aircraft Total Time:
1143.80

Aircraft Total Landings:
972

Cycles Since Overhaul (CSO):
N/A

Aircraft Type:
PA-46TP-500

Engine S/N:
PGE-RM0261

Engine Time Since New (TSN):
1143.80

Aircraft Registration Number:
N45FE

Engine Model:
PT6A-42A

Engine Cycle Since New (CSN):
972

Aircraft Serial Number:
4697241

Engine Position:
Single

Time Since Overhaul (TSO):
N/A

Work Performed: Installed previously removed hot section components to comply with the hot section inspection. Also installed a Factory New T-5 Wire Harness P/N: 3112214-01 S/N: 00198NRA106292. All work was performed with reference to The Pratt & Whitney PT6A-42A Maintenance Manual P/N: 3021442, Revision 60.0, Dated September 10, 2020 and other data and methods acceptable to the administrator. Propeller installation and engine leak check and ground runs are required before returning the engine to service.

NOTE: Reference 8130's from Dallas Airmotive work order RPR55689 for individual component repairs.

This certifies that the work requested by the customer and described on the sales order listed above was accomplished and inspected with reference to instructions for continued airworthiness, other data acceptable to the FAA and current FAA regulations, and with respect to the work performed, is approved for return to service. Pertinent details of this repair are on file at this FAA Certificated Repair Station

Signature

Anthony Paul For Dallas Airmotive
FAA CRS #YRRR491L

DAI
340



Signature

AME
ACA/AMO
SCA/AMO

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

1. Approving Civil Aviation Authority/Country: FAA/United States

2. Form Tracking Number: 94784-1

3. Work Order/Contract/Invoice Number: 2110767

4. Organization Name and Address: INTERNATIONAL GOVERNOR SERVICES LLC 7290 W. 118TH PLACE BROOMFIELD, CO US 80020

5. Item:	6. Description:	7. Part Number:	8. Quantity:	9. Serial Number:	10. Status/Work:
1	Honeywell Fuel Control	4138014-1	1	C82076	Overhauled

11. Remarks:
 Overhauled and re-calibrated Fuel Control with reference to Honeywell manual 71-20-35 Rev 1 (02/90) and other data acceptable to the administrator.
 Complied with Honeywell SB# DPF2-23-3R3, DPF2-73-7, and 4138014-73-2R1.
 TSO: 6.00

"This FAA form 8130-3 corrects the error(s) in Block(s) 12 of the FAA Form 8130-3 94784 dated 23/JUL/2019 and does not cover conformity/condition/release to service."
 A Complete record of the work is on file at this station under 2110767. INTERNATIONAL GOVERNOR SERVICE certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: 145.4575.

12a. Certifies the items identified above were manufactured in conformity to:
 Approved design data and are in a condition for safe operation.
 Non-approved design data specified in Block 12.

13a. Authorized Signature: [Signature]
 13b. Approval/Authorization No.: XXXXXXXXXXXXXXXXXXXX
 13c. Date (dd/mm/yyyy): XXXXXXXXXXXXXXXXXXXX

14a. Other regulation specified in Block 12: 14 CFR 43.9 Return to Service
 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

14b. Authorized Signature: [Signature]
 14c. Approval/Certificate No.: 1GDR076N
 14d. Name (Typed or Printed): NATHAN LONG
 14e. Date (dd/mm/yyyy): 30/JUL/2019

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that another airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 1a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

PRATT & WHITNEY CANADA
ENGINE BUILD RECORD STATUS

THE FOLLOWING SERVICE BULLETINS ARE BASIC TO :

ENGINE SERIAL NO. PCE-RM0261
ENGINE MODEL PT6A-42A
BUILD SPEC 1192

SERVICE BULLETINS

3363	3365	3368	3371	3372	3373	3374	3382	3386
3388	3389	3392	3393	3394	3395	3398	3401	3406
3411	3412	3419	3420	3421	3423			

APPROVED BY:

DATE: 2017.06.06

Service Centre - PL81 - WV
FAA ARS, No. LMIR301K

Pratt & Whitney Engine Service Inc.
1525 Midway Park Road
Bridgeport, West Virginia
United States, 26330
FAA ARS, No. LMIR301K

Status of Airworthiness Directives for This Shop Visit

Sales Order: 148238

Description: GAS GENERATOR MODULE

Model: PT6A-42A

Serial Number: RM0261

Customer: Flightline Group

Print Date: 06-JUN-2017

Page: 001 of 001

Document No.	Revision No.	Status
FAA 97-04-12 000	00	Embodied
	COMPRESSOR BLEED OFF VALVES	

I hereby certify that the above airworthiness directives with status "EMBODIED" have been incorporated or found embodied in this engine as per the manufacturer's recommendations.

Authorized Inspector: _____

List of Service Bulletins and Special Instruction incorporated this visit.

ales Order: 148238
odule Name: GAS GENERATOR MODULE
odel: PT6A-42A
erial Number: RM0261

Customer: Flightline Group
Print Date: 06-JUN-2017
Page: 001 of 001

Document No.	Revision #	Class	Description
B 3003 000	20	3	OPERATING TIME BETWEEN OVERHAULS AND BOLTS & NUTS OF THE FCU CONNECTOR ROD -
B 3432 000	00	6	

hereby certify that the above modifications and directives have been
incorporated in this engine as per the manufacturer's recommendations.

Authorized Inspector: _____

January 5, 2023

N411R PA46-500TP S/N 46-97241

Hobbs- 1379.3 TTAF- 1379.3

Inspected and tested the ELT in accordance with FAR 91.207 (d)1-4 and found acceptable. Next due in January 2024. The ELT battery expires in January 2024. Performed routine service and maintenance items including lubrication of pulleys, rod ends and hinges. Charged and tested the aircraft battery and found satisfactory results. Replaced the nose tire with a new Goodyear 500 5 10 ply Flight Special tire. Replaced the right main tire with a new Goodyear 600 6 8 ply Flight Custom III tire. Installed new inner tubes in both tires and inflated all the tires to the flight manual specification. Completed multiple landing gear retraction cycles including emergency extension on the jacks and found satisfactory results and normal gear warning indication. Reviewed the airworthiness directives using ATP Regulatory Library revision 12/30/2022 and created a new compliance record. All ADs are current. Inspected this aircraft as required by 14 CFR 91.409 (a)(1) using checklist meeting the requirements of 14 CFR part 43.15 (c)(1) and the Piper PA46-500TP Meridian Maintenance Manual for Events 1 and 2. Complied with Instructions for Continued Airworthiness per the 337 requirements for the Garmin G950 and related components dated 11/08/2019, The Climate Control System 337 dated 12/07/2020 and the MD302 337 dated 12/07/2020. Performed post maintenance/inspection operational checks as required by 14 CFR part 43.15 (c)(2) with satisfactory results. I certify that this aircraft has been inspected in accordance with an **ANNUAL** inspection and is determined to be in airworthy condition at this time and date. This aircraft is approved for return to service. Test ran. Operational and leak checks satisfactory. End.


JAMES HODDENBACH AP26078371A

January 5, 2023

N411R Engine Pratt & Whitney PT6A-42A S/N- RM0261

Hobbs- 1379.3 Engine TT- 1379.3 Airframe TT- 1379.3

Replaced both ignition igniters with new Champion part number CH34055 parts. Replaced the fuel pump filter element with a new part number AN6235-3A. Cleaned the oil screen and serviced the engine with Exxon 2350 oil. Inspected this engine in accordance with the Piper Meridian PA46-500TP Maintenance Manual events 1 and 2 in conjunction with an airframe annual inspection as required by 14 CFR 91.409 (a)(1) using a checklist meeting the requirements of 14 CFR part 43.15 (c)(1) and part 43 appendix D. Performed post maintenance/inspection operational checks as required by 14 CFR part 43.15 (c)(2) with satisfactory results. The engine was repaired and or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to the work performed. I certify that this engine has been inspected in accordance with a **100 hour/annual inspection** and was determined to be in airworthy condition at this time and date. END.


JAMES HODDENBACH AP26078371A

January 5, 2023 N411R

Prop Hartzell HC-E4N-3Q S/N- HH2407

Hobbs- 1379.3 Prop TSO- 235.5 Airframe TT 1379.3

Performed a 100 hour inspection in accordance with the PA46-500TP series Maintenance Manual events 1 and 2 in conjunction with an airframe annual inspection. The propeller was inspected and or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to the work performed. Performed post maintenance/inspection operational checks as required by 14 CFR part 43.15 (c)(2) with satisfactory results. I certify that this propeller has been inspected in accordance with a **100 hour** inspection and was determined to be in airworthy condition at this time and date. Test ran. Operational checks were satisfactory.

END.


JAMES HODDENBACH AP26078371A