

AIRCRAFT DESCRIPTION

Registration No. N45FF

Model PA-46-500TP Popular Name MERIDIAN

Serial No. 4697241 Type Certificate No. A2550

Engine P6293HD Propeller P1230HD D5003HD P1230HD
Colors SNOW WHITE/DARK BLUE MET & GREEN MET/DARK BLUE MET

Engine Manufacturer PRATT & WHITNEY Serial Numbers: Single PCE-RM0261

Engine Model PT6A-42A Left _____

Right _____

Propeller Manufacturer HARTZELL Hub or Serial Number: Single HH2407

Propeller Model HC-E4N-3Q Left _____

Right _____

Blade Numbers

Left	Right	
<u>K30671</u>	_____	2006 MODEL
<u>K31032</u>	_____	
<u>K30672</u>	_____	
<u>K31030</u>	_____	

ANNUAL INSPECTION SUMMARY

(See Log for Details)

Date	Accomplished By	Certificate No.
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Clearwater Aircraft Maintenance and Service
14421 Airport Parkway • Clearwater, FL 33762
727-507-8881 • Fax 727-507-8887

Tail #: N45FF Hobbs: 129.0 Date: 05/31/06
Total Time: _____ Tach: _____ Work Order #: 3284

Accomplished Compressor wash and rinse IAW P&W PT6-42A P/N 3021442 MM 12-20-00

Matt Malouf, A+P 266233326

A handwritten signature in cursive script that reads 'Matt Malouf'.

End of entry

Vero Beach Avionics, Inc.

3160 Airport West Drive Vero Beach, FL 32960

772-299-0770 772-299-0711

vbainc@bellsouth.net

Work Order #5148

Open Date: 6/9/2006

Invoice Date: 6/9/2006

Warranty Claim/P/O #:

Contact: Ted Spicer
 Phone: 727-450-5900
 Hobbs: 137 8
 A/C MFG: Piper
 A/C Model: PA-46-500TP
 A/C Reg: N45FF

To: Ted Spicer
 Cristal Clear Aviation, LLC 18167 US Highway 19 N Sta. 500
 Clearwater FL 33764-3528

S/N 4697241

Ln#	Discrepancy	Equipment	Labor
	Perform Avidyne release 6.1 Upgrade IAW Service Bulletin # 601-00004-069. Formed Rel 6.1 upgrade IAW Avidyne SB 601-00004-069. Upgraded SW from 00180-000 Rev 00 to 530-00180-000 Rev 01. Restarted system and function checked good.		0.00
		Date: 8/9/2006 Tech: <i>RS</i> Insp: <i>RS</i>	

Equipment & Parts						Labor: 0.00	
Qty	Part#	Description	Price	Ext.	Equipment/Parts:		
					Outside Service:		
					Freight In:		
					Freight Out:		
					Sub Total:	0.00	
					Taxable: Y		
					Sales Tax:		
					Total:	\$0.00	
					Deposit:		
					Balance Due:	0.00	
Outside Service						Please Pay From This Invoice Thank You!	
Qty	Model#/Part#	Description	Price				
					Terms: On Receipt		
						Customer Signature	

The Aircraft and/or Component identified herein, was repaired and inspected in accordance with current FAA Regulations and was found airworthy for return to service.

Signed *[Signature]* Date 6/9/2006

100-HOUR INSPECTION SUMMARY
(See Log for Details)

Date	Time on Aircraft	Recorder Reading	Accomplished By	Certificate No.
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Date: 6/9/2006
Hobbs: 137.8
WO#: 5148

Reg#: N45FF
Aircraft S/N: 4697241

Performed Avidyne Service Bulletin 601-00004-069. Upgraded EX5000 Software from Pt No 530-00180-000 Rev 00 to Pt No 530-00180-000 Rev 01. Restarted system and function checked good.

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance 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.

Signature: *[Signature]* FAA CRS VQVR013Y
Vero Beach Avionics, Inc. Vero Beach, FL. 32960 (772) 299-0770

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100-HOUR INSPECTION SUMMARY
(See Log for Details)

Date	Time on Aircraft	Recorder Reading	Accomplished By	Certificate No.
		N45FF	HOBBS: 331.6 4-11-07 REPLACED CABIN DOOR CABLE ASSY (FWD) WITH NEW. <i>IAN MCBRIDE</i> IAN MCBRIDE A&P 3192058	
		N45FF	HOBBS 382.1 6-30-07 PERFORMED COMPRESSOR AND POWER TURBINE RINSE I/A/W P&W M.M. GUIDELINES. <i>ANTHONY F. DAIUTO</i> ANTHONY F. DAIUTO A&P 465893721A	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
FEB 21 2006	Brought Forward →	11.4		I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate. Dated FEB 21 2006 <i>John H. Bentley</i> JOHN H. BENTLEY ODARF-511281-CE THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED. THE ALTIMETER(S) HAVE BEEN TESTED TO 34,500 FT ON (Pri) 12/5/05 (Sec) 12/29/05 SIGNED <i>John H. Bentley</i> DATE FEB 21 2006 JOHN H. BENTLEY The ELT is installed per FAR 91.207. Battery replacement date DEC 2007 <i>John H. Bentley</i> JOHN H. BENTLEY ODARF-511281-CE The New Piper Aircraft, Inc.
Total To Carry Forward		11.4		

Registration No. N45FF

and Remarks	Signature	Certificate No.
The ATO Transponder Tests and Inspections required by FAR Pt 43.12 were performed this date and found to comply with FAR 43. Appendix F, ATO Transponder.		
1. Make <u>Garmin</u> Model <u>GTX330</u> SN <u>84115794</u>		
2. Make <u>Garmin</u> Model <u>GTX330</u> SN <u>84115810</u>		
Details of this inspection are on file at the facility under		
SN <u>4697241</u> Date <u>1/11/06</u>		
CA Inspector <u>[Signature]</u> JOHN H. BENTLEY THE NEW PIPER AIRCRAFT, INC. VERO BEACH, FLORIDA		
THE AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT TEST REQUIRED BY FAR PART 43.12 HAS BEEN PERFORMED THIS		
DATE <u>2/11/06</u> DESIGNED <u>[Signature]</u> JOHN H. BENTLEY		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance												
	This Date	Total														
FEB 21 2008	Brought Forward →	11.4														
<p>The stall system computer is adjusted at the factory. Component changes require that the computer settings be checked and adjusted per Piper Process Specification (PPS) 60089-3 The settings for this aircraft are:</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="text-align: center;">STALL WARNING</td> <td style="text-align: center;">Tipgrams +/- 1/2</td> </tr> <tr> <td></td> <td style="text-align: center;"><small>TIP GRAMS ACTUAL SETTINGS</small></td> </tr> <tr> <td style="text-align: center;">FLAPS</td> <td></td> </tr> <tr> <td style="text-align: center;">Full Up 0°</td> <td style="text-align: center;"><u>+4.6</u></td> </tr> <tr> <td style="text-align: center;">10° - 20°</td> <td style="text-align: center;"><u>+4.8</u></td> </tr> <tr> <td style="text-align: center;">Full Down 38°</td> <td style="text-align: center;"><u>+1.8</u></td> </tr> </table>					STALL WARNING	Tipgrams +/- 1/2		<small>TIP GRAMS ACTUAL SETTINGS</small>	FLAPS		Full Up 0°	<u>+4.6</u>	10° - 20°	<u>+4.8</u>	Full Down 38°	<u>+1.8</u>
STALL WARNING	Tipgrams +/- 1/2															
	<small>TIP GRAMS ACTUAL SETTINGS</small>															
FLAPS																
Full Up 0°	<u>+4.6</u>															
10° - 20°	<u>+4.8</u>															
Full Down 38°	<u>+1.8</u>															
Total To Carry Forward		11.4														

Registration No. N45FF

and Remarks	Signature	Certificate No.
The standby altimeter and static system test required by FAR Part 91.411 have been performed. The standby altimeter has been tested to <u>35,000</u> feet on <u>10/31/05</u> <u><i>John H. Bentley</i></u> JOHN H. BENTLEY ODARF-511281-CE		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			

MAKE: Piper
 MODEL: PA-46-500TP
 S/N: 4897241
 REG. NO: N45FF
 WORK ORDER: 1943-02-2006

The New Piper Aircraft, Inc.

2926 Piper Drive
 Vero Beach, FL 32960

Repair Station No. ZPAR410X

DATE: 2/27/2006
 TTA: 11.90
 Airframe TT: 11.90
 Landings:
 HOBBS: 11.90

Airframe Entries

Removed malfunctioning autopilot computer s/n 0523-407 and installed repaired computer pin 652-538 s/n 0548-441. Ground operation acceptable... Performed Avidyne PFD installation set-up [release 6] on copilot's PFD per New Piper PPS0217-1. Ground operation acceptable... Reworked cabin door seal for leaking at aft edge of door where top and bottom doors meet... Removed damaged o-ring and installed new o-ring pin 484-896 on brake reservoir cap...

The aircraft, airframe, engine, propeller or appliance identified above was inspected, tested, repaired, rebuilt, modified or upgraded in accordance with Title 14 of the Code of Federal Regulations (CFR), Manufacturer's Process Spec. and Type Design Data and with respect to the work performed is approved for return to service. Pertinent details of Customer Acceptance Items/Maintenance are on file at this facility under the work order number listed above.

DATE: 2/27/2006

SIGNED:

Frank Hobbs

Certified Repair Station No. ZPAR410X

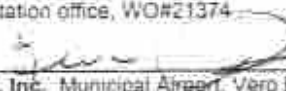
WORK ORDER: 1943-02-2006

Printed by EBio (<http://www.datamedia.com>)


Total To Carry Forward				
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01
10
10

AIRCRAFT LOG


Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
SUN AVIATION, INC., Vero Beach, FL (VRB)				
Date: 3/10/06	AIRCRAFT LOG		N 45FF	
Hobbs: 21.1	Piper Meridian		Aircraft SN: 4697241	
ACTT: 21.1	PA46-500TP		In service 2/28/06	
Removed door panel, located Door Pin Indicator and reinstalled with 1300 adhesive, reinstalled Door Panel and ops checked ok.				
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#21374.				
Signature 			CRS # ECWR470D	
Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (772) 562-9257				
Total To Carry Forward				

Registration No. N4574

and Remarks	Signature	Certificate No.
<p>SUN AVIATION, INC., Vero Beach, FL (VRB) Date: 4/03/06 Hobbs: 56.1 ACTT: 56.1 Accomplished a First 50 Hour Inspection using the Piper PA46-500TP First 50 Hour inspection report, as a guide. Replaced RH Main Gear Tire, installed 1 new PN 600X6 8 Ply Michelin Air, checked Alignment and no defects. Installed 1 ea new Button on Horizontal Stabilizer PN 553-493. 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# 21453 AD's Researched Thru Rev. 2006.5</p>	<p> CRS # ECWR470D</p>	

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

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Main
	This Date	Total		
SUN AVIATION, INC., Avionics, Vero Beach, FL (VRB)				
Date: 4/03/06		AIRCRAFT LOG		N 45FF
Hobbs: 56.3		Piper Meridian		Aircraft SN: 4697241
ACTT: 56.3		PA46-500TP		In service 2/28/06
REMOVED COPILOT PFD, S/N24479515 FOR WARRANTY EXCHANGE INSTALLED REBUILT PFD S/N20040265. PERFORMED PFD SETUP MAG CAL AND STATIC LEAK CHECKED. FUNCTION TESTED UNIT SERVICEABLE. REMOVED EPS BATTERY PERFORMED CAPACITY TEST IAW B.F.GOOFRICH SERVICE LETTER SL120B ON P/N501-1682-01, S/N80121. REINSTALLED EPS BATTERY AND PERFORMED FUNCTION TEST ON STAND-BY ATTITUDE IND. TESTED SERVICEABLE.				
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, WC# 21460.				
Signature:  Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (772) 562-9257			CRS # ECWD470D	
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
SUN AVIATION, INC., Avionics, Vero Beach, FL (VRB)				
Date: 4/20/06 Hobbs: 86.7 ACTT: 86.7				
Replaced Door Cable, installed new PN 89630-004.				
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, WCF# 2157.				
Signature: 				
Sun Aviation/ Inc. Municipal Airport, Vero Beach, FL 32961			CRS # ECWD470D	(772) 562-9257
Total To Carry Forward				

Registration No. N45FF

and Remarks	Signature	Certificate No.
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Clearwater Aircraft Maintenance and Service
14421 Airport Parkway • Clearwater, FL 33762
727-507-8881 • Fax 727-507-8887

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

Accomplished ANNUAL airframe inspection LAW Piper Meridian MM 5-20-00. Progressive inspection events one and two. Shimmed and re-torqued left and right main landing gear scissors. Re-installed lower cabin door green "locked" indicator. Adjusted nose gear steering. Removed and replaced an O-ring on the brake reservoir. Repositioned elevator cables on pulleys and verified elevator cable tension. All AD's checked thru 2006-9 per T-data. See updated AD list in folder. All work performed LAW Piper Meridian MM 32-00-00 and 27-00-00. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Matthew Malouf A+P/LA 266233326

A handwritten signature in black ink, appearing to read 'Matthew Malouf', is written over a horizontal line.

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
8/15/06	Brought Forward →			Removed and Replaced accordance with
Total To Carry Forward				

Quality Aircraft Service & Parts

NASFF

10/09/2006

TIME 208

AIRFRAME

1. Removed, cleaned and inspected fuel bowl and screen. Reassembled and leak checked.
2. Inspected starter/generator brushes, found brushes worn 90%. Removed starter/generator and sent out for brush replacement and repair.
3. Reinstalled and inspected quad ring in accordance with manual.
3. Replaced fuel pump outlet filter in accordance with Chapter 5 inspection form.
4. Inspected ignitor in accordance with Chapter 5, found both ignitors worn below limits. Installed new ignitors and gaskets.
5. Complied with 200 hour fuel nozzle cleaning and flow test in accordance with Pratt & Whitney inspection form.
6. Replaced broken nipple on inspection panel on bottom of left wing.
7. Serviced hydraulic power pack with 5806 hydraulic fluid.
8. Inspected brake disc and linings, replaced all linings.
9. Complied with light check of all lights and ice protection.

Quality Aircraft Service & Parts

NASFF

10/09/2006

TIME 206

AIRFRAME continued:

10. Removed nose wheel assembly due to damage from missing bolts. Installed new wheel assembly 40-77G ✓
11. Removed lower strut assembly due to damage by broken bolts. Installed new lower strut assembly. Serviced with 5806 hydraulic fluid and nitrogen.
12. Replaced aft cabin door cable due to broken strands of cable.
13. Right main wheel was found loose on axle. Installed new wheel assembly due to damaged outer bearing bore.
14. Nose tire 500X5 Michelin Air was replaced due to worn tread. Liners installed new tube at this time of new wheel.
15. Removed main gear struts because of leaking fluid. Installed new seals and scraper rings. Serviced with 5806 hydraulic fluid.
16. Complied with ELI inspection and test. Battery date December, 2001.
17. Replaced loose nylon tape on nose gear door and flaps.
18. Dressed prop blades and inspected hub.

Signed

K. L. Shepard

A&P IA

266552622

ASBROMECH

Quality Aircraft Services & Parts

NAJFE 10/09/2006

TIME 1005

AIRFRAME Completed Event I inspection. This aircraft has been inspected in accordance with a phase/variant inspection and is approved for return to service.

Signed



ASP-IA 26652622

Quality Aircraft Services & Parts

NAJFE 02/15/2007

TIME 302.8

AIRFRAME

1. Performed emergency battery supply cap check and recharged.
2. Troubleshoot cabin pressure problem. Control valve was open to the full open position when the cabin pressure switch was off. Removed s/n 385 mass flow control box. Installed control box s/n 362.
3. Replaced rusty wheel bearings and races in nose wheel.
4. Installed new brake linings on both main wheels.
5. Resecured aft seat cushion.
6. Reinstalled aft right seat control button.
7. Replaced missing right main gear door unlock switch plate.
8. Realigned prop deice block brush holder.
9. Replaced right aft nav light bulb.
10. Serviced main gear struts and nose gear strut with nitrogen.
11. Replaced missing flap chafe strip material.
12. Dressed prop blades and painted tips.
13. Performed 6 month lube.

Quality Aircraft Services & Parts

NAJFE

02/15/2007

TIME 302.8

AIRFRAME continued

14. Replaced starter/generator brushes, brushes were worn below 1/2 limit.
15. Replaced beta block on feedback link.
16. Replaced standby alternator bolts and bushings.
17. Performed ADAHRS compass swing.
18. Removed floors to gain access to antenna under pilot's seat, tightened loose screws.

Signed



ASP-IA 26652622

Quality Aircraft Services & Parts

DATE: 02/15/2007 TIME: 302 H

AIRFRAME: Completed Event 1 in accordance with Piper Inspection form Chapter 5. This aircraft has been inspected in accordance with a phase/event inspection and is approved for return to service.

Signed: *K. Kieckhefer* A&P-IA 266532622

Gulf Coast Avionics
COMMUNICATIONS

- Date: 2/16/2007 NASIF: PIPER PA46-500TP S/N 4697241 Work Order# 22804
1. Performed IRLI compass calibration per Avodyne Install manual 34-20-00
 2. Performed PS-831A bond and capacity tests per Piper Maintenance Manual
 3. Installed 6.21 software to the Avodyne EX-5000 per Avodyne S.A. 601-00007-074

The equipment identified was inspected and/or repaired I A W current maintenance rules of the FAA. Aircraft approved for return to service.

Bob Miller
Authorized Signature for:

Gulf Coast Avionics 2650 Drane Field, RD., Lakeland, FL 33811
PAA CRSHUB4RS64M

1. Performed emergency battery supply cap check and recharged full open position when the cabin pressure problem. Control valve was open to the 385 mass flow control box. Installed control box s/n 362
3. Replaced rusty wheel bearings and races in nose wheel.
4. Reinstalled aft seat cushion
5. Replaced missing right main gear door uplock switch plate
6. Replaced main gear struts and nose gear strut with nitrogen
7. Replaced missing right main gear door uplock switch plate
8. Replaced right aft nav light bulb
9. Serviced main gear struts and nose gear strut with nitrogen
10. Replaced prop blades and painted tips
11. Performed 6 month lube

Oxley Aircraft Service & Parts

NASFF

02/26/2007

TIME 302 R.CYC 356

AIRFRAME continued

14. Replaced starter/generator brushes. brushes were worn below 1/2 inch.
15. Replaced standby alternator bolts and bushings.
16. Performed ADAHP9 compass swing.

Signed *Kneiff*A&P-IA *26352622*

Quality Aircraft Services & Parts

NASFF

02/26/2007

TIME 302 R.CYC 356

AIRFRAME Completed Event II in accordance with Piper inspection form

Chapter 5. This aircraft has been inspected in accordance with a phase/level inspection and is approved for return to service.

Signed *Kneiff*A&P-IA *26352622*

MAKE Piper
MODEL PA46-500TP
S/N 4627241
REQ NO 41FF
WORK ORDER
2783-00-2007



Flightline Group, Inc.
3256 Capital Circle SW
Tallahassee, Florida 32310
Phone: 850-576-3514

DATE 11/8/2007
AC TEN
Landings
HOURS 400.8

to:

Airframe Entries

C/W Piper Meridian Event I and Event II Inspection... Reinstalled Pilots PFD after Avidyne upgrade to version 6.22... Avidyne RMA 26879 PFD S/N 25800485... Reinstalled Co-pilots PFD after Avidyne upgrade to version 6.22... Avidyne RMA 26876 PFD S/N 20640285... Replaced VRV filter... Lube engine and airframe controls per MM Chpt 12... Inspect charge, and test aircraft battery... Cleaned cabin pressurization out-flow valves... Replaced and rigged NLG squat switch per MA... Replaced four prop boot to slip ring harness assem's and De-ice control timer (Harnesses 153-162, timer module 102227-006)... Replaced mass air flow control valve, p/n 882-640NEP s/n off: 385 s/n on: 251, and mass air flow controller, p/n 602-241 s/n off: 362 s/n on: 518... Ground and flight checks satisfactory. Ref: PA-46-500TP MM 21-40-00 par 3 pages 2-4... Replaced starter/generator brushes p/n 2005GL1005... Install 3 L/H lower nacelle fuel sump placards... R & ft nose wheel & RMG bearings and races... ft & R both MLG tires and tubes... Removed right main gear strut, cleaned, inspected, installed new seals, serviced and reinstalled... Serviced w/ nitrogen... Re-rigged elevator control cables... Service and charge A/C system per Piper MM... C/W Piper SB 1175 Pilots side window inspection... C/W Piper SB 1173A engine oil hose assemblies REF S/O 303220... C/W SB1183 Inspection and re-work of emergency exit door... C/W Piper SB 1176 Rudder quadrant inspection... Accessed torque tube assembly, degreased and inspected, removed rudder, stripped, inspected and repainted torque tube. Added additional washers as needed under rudder bellcrank, reinstalled rudder and rigged cables for rudder and trim servo... Operational check satisfactory... C/W SB 1166 Electronic control module... C/W Piper SB1170 Louver cover assembly... C/W Piper SB 1185 External power receptacle placard... C/W FAH91-207 (D) ELT inspection and test. No defects noted. Next inspection due 09/2008... Battery replacement due 12/2007... C/W Propeller heater 50 hour inspection per MM 30-60-00 Ops ck good... C/W Fuel return system inspection and functional check per MM 28-20-00 pg 13-15... C/W 400hr fuel purge system inspection & cleaning.

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

DATE: 11/8/2007

SIGNED

Fred Davis

Work Order: 2783-88-2007

Fred Davis IN 2932998

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N45FF

Date: 13 NOV 2007

Total Time: 401.0

I certify that the altimeter and static system inspection required by FAR 91.411 have been performed.
 The altimeter was tested per paragraph (A) and (B) appendix E FAR 43.
 Alt #1 Make Avidyne (Entegra), serial # 25600465 tested to 20,000 feet
 Alt #2 Make Avidyne (Entegra), serial # 20040265 tested to 20,000 feet
 The altitude reporting system tested to 20,000 feet per paragraph (C) Appendix E FAR 43.

I certify the ATC transponder tests and inspections required by FAR 91.413 were performed this date
 and found to comply with FAR 43 Appendix F
 # 1 Transponder Garmin Model # GTX-330
 # 2 Transponder Garmin Model # GTX-330

Details of this inspection are on file at this repair station under W/O 7350. The maintenance identified
 above was performed IAW current FAA Regulations and is approved for return to service.

Precision Avionics LLC CRS YZNR868X

Authorized Signature

Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
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880 Airport Road, Rock Hill, SC 29722
Phone (803) 366-5108 / Fax (803) 366-5230

Airframe Log Entry	Hobbs: 428.2	Registration #: N45FF
Date: 02/05/08	Total Time: 428.2	Make/Model: PA-46-500TP
W/O: 63216	Cycles: —	S/N: 4697241

- Checked clearances of steering rollers. Found clearances to be excessive. Rigged nose steering rollers IAW PA-46-500TP MM Chapter 32.
- Removed battery. Capacity tested battery. NDN. Recharged, and reinstalled battery. Work performed IAW PA-500-TP MM Chapter 24.
- Removed left and right cockpit sidewalls. Removed Mass Flow Sensor Assy P/N 686-095 S/N 388 and installed P/N 686-218 S/N 156. Removed Mass Flow Controller P/N 602-241S/N 518 and installed P/N 686-223 S/N 144. Removed ECS crossover tube assembly P/N 689-049 and installed P/N 101441-008. Removed Flow Sensor and installed P/N 686-218 S/N 156. Work done IAW with instructions provided in Piper Kit No. 88417-002.
- PX convenience switch at door loose. Removed excess fabric from mounting receptacle.

AIRCRAFT LOG



550 Airport Road, Rock Hill, SC 29732
Phone: (803) 366-9108 / Fax: (803) 366-5200

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: 63216 Date: February 05, 2008**

Signed _____ for Skytech, Inc., PO Box 37507, Rock Hill, SC 29732. CRS# C41R727N

2 of 2

Total
Carry forward

Registration No. _____

and Remarks

Signature

Certificate No.



580 Airport Road, Rock Hill, SC 29732
Phone: (813) 966-5108 / Fax: (803) 366-6230

Airframe Log Entry	Hobbs: 428.2	Registration #: N45FF
Date: 02/05/08	Total Time: 428.2	Make/Model: PA-46-500TP
W/O: 63216	Cycles: -----	S/N: 4697241

- Removed standby altimeter P/N 602-274, S/N 172623 and installed repaired altimeter P/N 602-274, S/N 174213. Performed Pilot static leak checks IAW Piper MM. Ops check good.

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: 63216, Date: February 05, 2008**

Signed: _____ for Skytech, Inc., PO Box 37507, Rock Hill, SC.
29732 CRS# C41R727N

AIRCRAFT LOG



580 Airport Road, Rock Hill, SC 29732
 Phone: (803) 366-5108 / Fax: (803) 366-8230

Airframe Log Entry		Hobbs:	437.8	Registration #:	N45FF
Date:	4/4/08	Total Time:	437.8	Make/Model:	PA46-500TP
W/O:	63366			S/N:	4697241

- Troubleshoot de-ice boot system for inflation during pressurized flight. Installed pressurization test cart and completed pressurization checks. Found tail de-ice boots inflating. Installed de-ice boot test equipment. Found interior fuselage aft bulkhead, center, and fwd tail de-ice boot unions leaking. Removed union fittings. Cleaned and reinstalled union fittings. Completed boot operational checks. Ops checked good. Completed pressurization checks. Boots showed normal deflation. Pressurization checks normal. Reinstalled all aforementioned interior pieces.

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: 63366 Date: April 4, 2008**

Signed: *William H. Kester* for Skytech, Inc., PO Box 37507, Rock Hill, SC 29732.
 CRS# C41R727N

Total
 Carry Forward

Registration No. _____



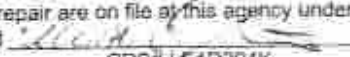
P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4164 / Fax: (410) 780-4439

No. _____

Airframe Log Entry	Hobbs: 448.7	Registration #: N45FF
Date: April 22, 2008	Total Time: -----	Make/Model: PA-46-500TP
W/O: 25393	Cycles: -----	S/N: 4697241

- Adjusted generator voltage to 28.4 volts plus/minus .2 VDC IAW PA46-500TP AMM 24-30-00. All operations satisfactory.
- Applied a fillet seal where the DV window base attaches to the window.
- Updated dual Garmin GNS 430 databases to Full USA Cycle 0804, effective 10 April 08 thru 08 May 08.
- Updated Aviodyne EX5000 MFD NavData database to Americas Cycle 0804, effective 10 April 08 to 08 May 08.

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:  for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.

CRS# LF1R294K

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AIRCRAFT LOG



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589 Airport Road, Rock Hill, SC 29732
Phone: (803) 386-5108 / Fax: (803) 386-5230

Airframe Log Entry			
Date:	04/16/08	Hobbs:	443.8
W/O:	63366	Total Time:	443.8
		Cycles:	-----
		Registration #:	N45FF
		Make/Model:	PA-46-500TP
		S/N:	4697241

- Pilot requested check of landing gear sagging. Checked and corrected tire pressures. Checked and verified nose gear vertical angle per Piper Maintenance Manual, Sec. 32-20-00, pa. E. Adjusted steering arm clearance per Piper Maintenance Manual, Sec. 32-20-00, pa. E. Replaced upper bushings (P/N: 452-857) on left and right main gear upper scissors links per Piper Maintenance Manual, Sec. 32-10-00, pa. C.1. Performed gear retraction test. Ops checked good.
- C/W AD 2008-06-28, R1 - Avidyne PFD may display incorrect altitude, altitude, and airspeed information (Effective date April 10, 2008). Avidyne PFD P/N 700-0006-003, pilot's PFD S/N 25600465, copilot's PFD S/N 20046265 installed. AD does apply to both PFD's by serial number. incorporated the language found in the appendix to the AD into the Limitations section of the POH (as per paragraph (e)(3)(ii) of this AD)

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: 63366 Date: April 16, 2008**

Signed: *[Signature]*
29732 CRSR C41R727N

for Skytech, Inc., PO Box 37507, Rock Hill, SC

To: _____
Carry forward: []

Registration No. _____



580 Airport Road, Rock Hill, SC 29732
Phone: (803) 305-5109 • Fax: (803) 398-9230

Airframe Log Entry	Hobbs: 437.8	Registration #: N45FF
Date: 03/27/08	Total Time: 437.8	Make/Model: PA-46-500TP
W/O: 63366	Cycles: -----	S/N: 4697241

- Removed overhead switch panel, P/N 688-497, S/N 198, for use in troubleshooting another Meridian. Reinstalled same overhead switch panel. Ops checked good. Work performed IAW Piper PA-46-500TP MM, Chapter 39-10-00.
- Removed autopilot computer P/N 1298-02-02-009, S/N 0549-441 for use in N296ST (WO# 63360). Reinstalled autopilot computer P/N 1298-02-02-009, S/N 0549-441. Ops check good IAW Piper POH.

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: 63366 Date: March 27, 2008**

Signed [Signature] for Skytech, Inc., PO Box 37507, Rock Hill, SC 29732 CRS# C41R727N

Registration No. _____



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 760-4439

Airframe Log Entry	Hobbs:	496.7	Registration #:	N45FP
Date: September 4, 2008	Total Time:	496.7	Make/Model:	PA46-500TP
W/O: 25641	Cycles:		S/N:	4607241

- Installed new pilot shoulder belt p/n 564-890 IAW Piper PA46-500TP MM chapter 25-10-00.

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: 25641 Date: September 4, 2008**

Signed _____ for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220

CRS# LF1R294K

AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21226
 Phone: (410) 574-4144 / Fax: (410) 780-4439

Airframe Log Entry	Hobbs: 523.2	Registration #: N45FF
Date: October 8, 2008	Total Time: 523.2	Make/Model: PA46-500TP
W/O: 25694	Cycles:	S/N: 4697241

- Removed RH taxi/pulse lamp s/n 11798 and installed new LoPresti RH taxi/pulse lamp p/n LSM-500-200-100 s/n 27217. Removed RH taxi/pulse light ballast s/n 11594 and installed new LoPresti taxi/pulse light ballast p/n LSM-500-200-128 s/n 6887. Work performed IAW LoPresti Boom Beam Troubleshooting Procedures Manual. Ops check satisfactory.
- Installed new taxi/pulse light control module p/n 602-535 IAW Piper MM PA-46-500TP Chapter 33-40-00. Ops check satisfactory.
- Adjusted NLG steering clearance IAW Piper PA-46-500TP MM Chapter 32-50-00.

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: 25694 Date: October 8, 2008**

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

To: _____
 Carry forward

Registration No. _____



P.O. Box 4842, Baltimore, Maryland 21208
Phone (410) 574-4144 / Fax (410) 780-4438

Airframe Log Entry	Hobbs:	542.4	Registration #:	45FF
Date: December 1, 2008	Total Time:	542.4	Make/Model:	PA-46-500TP
W/O: 25664	Cycles:	603	S/N:	4697241

Performed an ANNUAL Inspection:

- Performed an annual inspection of the aircraft per the Piper PA-46-500TP Malibu Meridian MM chapter 05-20-00 Events #1 and #2.
- Inspected the ELT per FAR 91.207(d). Installed new ELT battery p/n 452-0130. Battery expiration date is December 2010.

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

- Performed a 1 year EPU capacity check per the L3 Communications Service Letter SL-120 Rev. D dated May 3, 2006 and the Piper PA-46-500TP MM chapter 34-20-00.
- Performed a 1 year pilot oxygen mask inspection per the Piper PA-46-500TP Malibu Meridian MM chapter 35-10-00.
- Performed a 1 year/500 hour ground pressurization test per the Piper Meridian MM chapter 21-30-00.
- Performed 100 hour electrical harness shielding inspection IAW Piper PA46-500TP MM chapter 51-80-00.
- Performed 100 hour firewall inspection IAW Piper PA46-500TP MM chapter 71-30-00.
- Performed 100 hour outflow and safety valve cleaning IAW Piper PA46-500TP MM chapter 21-30-00.

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- Performed 100 hour "OXYGEN" warning light inspection IAW Piper PA46-500TP MM chapter 35-20-00.
- Performed 100 hour tailcone inspection IAW Piper PA46-500TP MM chapter 55-00-00.
- Performed 100 hour V-band coupling inspection IAW Piper PA46-500TP MM chapter 21-30-00.
- Performed 2 year Avidyne Entegra EFIS magnetometer calibration IAW Piper PA46-500TP MM chapter 34-20-00.
- Performed a 2 year/500 hour wing fuel strainers inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 5-30-00.
- Performed a 30 day battery compartment inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 12-10-00.
- Performed a 30 day EPU condition inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 5-30-00.
- Performed a 30 day fire extinguisher check per Piper PA-46-500TP Malibu/Meridian MM chapter 28-20-00.
- Performed a 300 hour fixed oxygen cylinder inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 35-10-00.
- Performed 50 hour pilot side window inspection IAW Piper mandatory SB 1175A Pilot Side Window Inspection Part 1 instructions 1 thru 2 dated May 31, 2007.

1.
Carry Forward

Registration No. _____



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No. _____

- Performed a 50 hour propeller heat inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 30-60-00.
- Performed a 500 hour gear warning horn check per the Piper PA-46-500TP Malibu/Meridian MM chapter 5-30-00.
- Performed a 500 hour MLG actuator upper bolt special inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 32-10-00.
- Performed 600 hour fuel system filter replacement per the Piper PA-46-500TP Malibu/Meridian MM chapter 28-20-00.
- Performed a 90 Day brake fluid reservoir inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 05-30-00.
- Performed a 90 day hydraulic reservoir inspection per the Piper PA-46-500TP Malibu/Meridian MM chapter 05-30-00.
- Performed a 90 Day/200 hour battery capacity check per the Piper PA-46-500TP Malibu/Meridian MM chapter 24-30-00.
- Performed 3 year/ 1800 hour main battery replacement by removing battery s/n 40122323 and installing new Concorde RG-41 battery s/n 40268173 IAW Piper PA46-500TP AMM 24-30-00 and Concorde ICA MM supplement 5-0142 Rev J.

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

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

Complied with the following Service Bulletins (SB's):

2008

AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21209
Phone: (410) 624-4144 / Fax: (410) 750-4432

- Performed Piper mandatory SB 1175 - Pilot's side window inspection per the instructions section Part 1. No cracks noted at this time. SB due again at Act: 592.4hrs. SB dated December 13, 2006.
- Performed Piper mandatory SB 1176 - Nose Gear Forging Inspection/Replacement dated September 24, 2007 by inspecting nose gear strut for cracks IAW instructions 1 thru 10. NDN. No further compliance needed.
- Performed Piper mandatory SB 1187 Voltage Suppressor Replacement by inspecting voltage suppressors for affected manufacturer's lot number. No installed voltage suppressor is from a defective manufacturing lot. Installed voltage suppressors are approved for continued use IAW instruction 2(b). No further compliance needed. Effective date of the SB is February 8, 2008.
- Performed Piper mandatory SB 1190 Aileron Quadrant Inspection by inspecting aileron quadrants and cable guards for clearance and rigging IAW instructions 1 thru 5. No defects noted. No further compliance needed. Effective date of the SB is September 23, 2008.
- Performed Piper mandatory SB 1192 Stall Warning Heat Control Modification by installing kit p/n 88452-002 IAW kit instructions 1 thru 6. Stall heat operational check satisfactory. No further compliance needed. Effective date of the SB is September 15, 2008.
- Performed Piper mandatory SB 1195 Comm 1 and Comm 2 Antenna and Skin Inspection by removing upper and lower comm antennae and inspecting skin and doublers for cracks. NDN. Installed upper antenna using new screws p/n 414-521 and installed lower antenna using new bolts p/n 403-051 and new spacer p/n 106774-002 IAW instructions parts 1 thru 4.

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No. _____

Next inspection due in 100 hours at ACFT: 642.4 hrs or annual inspection, whichever occurs first. Effective date of the SB is September 23, 2008.

- Performed Piper SL 1107A Modification To Eliminate False "GEN INOP" Annunciation dated October 3, 2007 by removing wire P5Y20 from P424 GCU connector IAW instructions 1 thru 6. Ops check satisfactory. No further compliance needed.

Completed the following additional items:

- Installed new vacuum regulator filter p/n B3-5-1.
- Installed repaired (Enviro Systems Inc, BD2R712K, W63379) flow control valve assembly IAW Piper PA-46-500TP MM Chapter 21-30-00. Installed inspected (Enviro Systems Inc, BD2R712K, W63380) mass flow controller p/n 1300360-26 s/n 144 IAW Piper PA 46-500TP MM Chapter 21-30-00. Ops check: satisfactory.
- Removed safety valve s/n 115-H0658. Installed new safety valve p/n 64547-103635-6 s/n 38-H0874 IAW Piper PA 46-500TP MM Chapter 21-30-00. Ops check satisfactory.
- Updated POH by installing report VB-1B12 revisions 12 and 13.
- Serviced oxygen system with Aviator's Breathing Oxygen per the Piper PA-46-500TP Malibu/Meridian MM chapter 35-10-00.
- Installed serviceable ventral comm antenna p/n C1139 s/n 3073130 IAW Piper SB 1195 instructions part II.

AIRCRAFT LOG



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Phone: (410) 574-4144 / Fax: (410) 780-4428

- Removed corrosion from inboard LH flap bellcrank attach bracket, treated bare metal with Dupont 5717S metal conditioner, applied two part epoxy primer, and touched up with similar paint.
- Adjusted alternator drive belt tensions per the Piper PA-46-500TP Malibu/Meridian MM chapter 24-30-00. Utilized tensionmeter s/n Sky0073.
- Installed new air conditioning compressor drive belt p/n 73965-024 and tensioned IAW Piper PA46-500TP MM chapter 21-50-00.
- Fabricated and installed spacers as needed to align propeller brush block assemblies with slip rings IAW Piper PA-46-500TP MM Chapter 30-60-00.
- Removed corrosion from cowling attach post and treated with Dintrol AV8 corrosion preventive.
- Installed new seat release cables p/n 654-422 on pilot and copilot seats and rigged IAW Piper SL-1100 and kit 767-522 instructions. Ops check satisfactory.
- Reworked emergency exit interior panel assembly for proper clearance IAW Piper SB1183 instructions part 1 thru part 3. Operational check satisfactory.
- Installed new LH and RH vertical fin diverter strips p/n 272-225.
- Installed new external placards p/n's 656-238, 656-242, 656-244, and 656-250 as needed.
- Installed 15 new LH and RH wingroot fairing rivets using CR3242-4-3 and CR3242-5-2 rivets.
- Installed four new static wicks p/n 456-872.

To
Carry Forward

Registration No. _____



P.O. Box 4942, Baltimore, Maryland 21229
Phone: (410) 574-4184 / Fax: (410) 750-4438

No. _____

- Rigged the flap control system per the Piper PA-46-500TP Malibu Meridian MM chapter 27-50-00.
- Rigged aileron control system per the Piper PA-46-500TP Meridian MM chapter 27-10-00. Safetied aileron cable turnbuckles with 5 ea. MS21256-1 clips. Utilized cable tensiometer s/n SKY0011.
- Rigged rudder control system per the Piper PA-46-500TP MM chapter 27-20-00. Safetied rudder cable turnbuckles with 4 ea. MS21256-1 clips. Utilized cable tensiometer s/n SKY0011.
- Rigged elevator trim control system per the Piper PA-46-500TP Meridian MM chapter 27-30-00. Safetied elevator trim cable turnbuckles with 4 ea. MS21256-1 clips. Utilized cable tensiometer s/n SKY0077.
- Adjusted the yaw servo cable tension per the Piper PA-46-500TP Meridian MM chapter 22-10-00. Utilized tensiometer SKY0077.
- Removed worn LH MLG tire s/n 71740332. Installed new Goodyear Flight Custom III 6.00-6 Sply tire p/n 606C60-6 s/n 80650459 and new Goodyear 6.00-6 tube. All work done IAW Piper PA 46-500TP MM Chapter 32-40-00. Serviced with 55psi Nitrogen.
- Installed new LH and RH MLG upper torque link bushings p/n 452-957 and bolts p/n 691-315, center torque link bushings p/n 31706-000 and bolts p/n 691-309, and lower torque link bushings p/n 67026-007 and bolts p/n 691-315 IAW Piper PA46-500TP MM chapter 32-10-00.



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Phone: (410) 574-4144 / Fax: (410) 780-4439

- Installed new LH and RH brake rotors p/n 164-07800 and new brake linings p/n 066-06200 IAW Piper PA 46-500TP MM Chapter 32-40-00.
- Removed corrosion from LH and RH MLG door attach rods, treated bare metal with two part epoxy primer, and painted with similar paint.
- Removed worn NLG tire s/n 2282W00048. Installed new Michelin Air 5.00-5 8ply tire p/n 070-310-0 s/n 7128W00199 and new Goodyear 5.00-5 tube. All work done IAW Piper PA 46-500TP MM Chapter 32-40-00. Serviced with 70psi Nitrogen.
- Installed new NLG center torque link bushings p/n 452-450 and bolt p/n 691-334 IAW Piper PA46-500TP MM chapter 32-20-00.
- Installed new NLG door anti chafe tape p/n 180-418.
- Installed new RH taxi light module p/n 602-535 IAW Piper PA 46-500TP MM Chapter 91-33-40. Ops check satisfactory.
- Installed new sections of LH and RH wing trailing edge anti chafe tape p/n 180-418 as needed.
- Bonded battery compartment panel rubber seal using PR1422B1/2 sealant.
- Installed new NLG trunion bushings p/n 83630-012 IAW Piper PA46-500TP MM chapter 32-20-00.

I certify that this **AIRCRAFT** has been inspected in accordance with an **ANNUAL** 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

21220

CRS#LF1R294K

for Skytech, Inc., P.O. Box 4942, Baltimore, MD

To:
Co:

Registration No. _____



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 760-4438

No. _____

Airframe Log Entry	Hobbs:	542.4	Registration #:	N45FF
Date: December 1, 2008	Total Time:		Make/Model:	PA-46-500TP
W/O: 25664	Cycles:		S/N:	4697241

- Upgrade of dual Garmin GNS430 to dual GNS430W WAAS capable law BTC AML SA01833LA as follows:
 1. Removed GNS430 p/n 011-00280-10, s/n 97129337, no. 1 and s/n 97129326, no. 2. Sent to Garmin for WAAS upgrade on RMA no. 10956016.
 2. Installed WAAS upgraded GNS430W, p/n 011-01060-40, s/n 07129337, no. 1 and s/n 97129326, no. 2. Performed configuration setup and post installation ops check-satisfactory.
 3. Removed Garmin GA58 GPS antennas, p/n 011-00134-00, s/n 59412195, no. 1 and s/n 59412197, no. 2. Installed GA35 GPS/WAAS antennas, p/n 013-00235-00, s/n 47399, no. 1 and s/n 47416, no. 2 using existing mounting provisions. Antenna coax replaced with RG-400.
 4. See FAA Form 337 dated November 25, 2008 for details. Weight & Balance and Equipment List updated.
- Avidyne EX5000 MFD, p/n: 700-00030-005; a/n 21241405, upgraded for WAAS compatibility by installing Release 7 update software p/n: 530-00195-000 rev.02 per Avidyne SB 801-00004-077 Rev. 04 dated 05 May 2008. New Pilot's Guide, p/n 600-00121-000 Rev 05 dated 02/06 provided with aircraft.
- Two Avidyne EXP5000 PFD, p/n 700-00006-003, pilot side s/n 25600465, copilot side s/n 20040265 were removed and sent to Avidyne on RMA no. 9004228 and 9004418 for upgrade to Release 7 software for WAAS compatibility.

AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21228
Phone: (410) 574-4144 / Fax: (410) 780-4438

- Installed repaired/upgraded PFDs p/n 700-00006-003, s/n 25600465 (pilot's side) and s/n 20040265 (copilot's side), containing Release 7 software p/n 530-00200-002 Rev 00, Iaw Avidyne SB 601-00006-081 dated 17 Oct. 2007. New Pilot's Guide, p/n 600-00104-001 Rev 04 dated Oct. 01, 2007 provided with aircraft.
- S-TEC Autopilot Programmer/Computer, p/n 01298-02-01-009, s/n 0540-441, was removed and sent to S-Tec on RMA no. R000059685 for repair/modification to p/n 01304-02-01-009 for WAAS compatibility per Piper Service Letter No. 111E dated September 23, 2008.
- Installed repaired/modified S-TEC Autopilot Programmer/Computer, p/n 01304-02-01-009, s/n 0549-441. New S-TEC Pilot's Operating Handbook IntelliFlight 1500 Programmer/Computer PN 01304 Software Mod Code L of Later WAAS Capable, p/n 87272 dated Aug. 04, 2008 provided with aircraft.
- Updated Avidyne EX5000 MFD NavData database to Cycle 0812, effective 20 Nov. 06 to 17 Dec. 08. Charts database updated to Cycle 11-2008, effective 14 Nov. 08.

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: [Signature]
CRS# LF1R294K

for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21228.

Total
Carry forward

Registration No. _____



Experience the Skytech Advantage

P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 760-4438

No. _____

Airframe Log Entry	Hobbs: 542.4	Registration #: N45FF
Date: December 1, 2008	Total Time: 542.4	Make/Model: PA-46-500TP
W/O: 25664	Cycles: -----	S/N: 4697241

- The Altimeter(s) Static and Altitude Reporting Systems test as required by FAR 91.411 in accordance with FAR 43 Appendix E have been performed. Altimeters tested:
- L/H Model: EXP5000 S/N: 25800485 Tested To: 30000 feet
- R/H Model: EXP5000 S/N: 20040265 Tested To: 30000 feet
- Standby model: 16450-1147 S/N: 174213 Tested To: 30000 feet
- The ATC transponder tests and inspections as required by FAR 91.413. In accordance with FAR 43, Appendix F have been performed. Transponders tested:
- #1 Model: GTX330 S/N: 84115794
- #2 Model: GTX330 S/N: 84115810
- Altimeter and static system test required by 14 CFR 91.411 and transponder test, including data correspondence, required by 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.

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 *J. Johnson* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.
CRS# LF1R294K

AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 374-4144 / Fax: (410) 780-4429

Airframe Log Entry	Hobbs:	561.2	Registration #:	N45FF
Date: January 6, 2009	Total Time:	501.2	Make/Model:	PA-46-500TP
W/O: 25839	Cycles:		S/N:	4697241

- Installed a new o-ring p/n AS3209-213 on the oil pressure adapter.

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: 25839, Date: January 6, 2009**
Signed _____ for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.

CRS# LF1R294K

to

Copy [unclear]

Registration No. _____



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 760-4438


No. _____

Airframe Log Entry	Hobbs: 563.2	Registration #: N45FF
Date: January 15, 2009	Total Time: 563.2	Make/Model: PA-46-500TP
W/O: 25855	Cycles: _____	S/N: 4697241

- Downloaded trend data and e-mailed to trend group.
- Installed a new control module p/n 602-535 for the auto start.
- Updated #1 & #2 GNS430W's obstacle database's to current cycle 09b1 effective date of 15Jan09.
- Updated dual Garmin GNS database(s) to Cycle 0901, effective Jan 15, 2009.
Updated Avdyne EX5000 MFD NavData database to Cycle: 0901, effective Jan 15, 2009

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 repairs are on file at this agency under **Work Order No: 25855 Date: January 15, 2009**

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

AIRCRAFT LOG



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

Airframe Log Entry	Hobbs:	568.4	Registration #:	N45FF
Date: February 6, 2009	Total Time:	568.4	Make/Model:	PA-46-500TP
W/O: 25865	Cycles:	-----	S/N:	4697241

- Removed mass control valve s/n 381. Installed an overhauled (Enviro Systems Inc. CRS# BD2R712K W/O# 64779) mass control valve p/n 1300490-11 s/n 326.
- Removed and installed repaired GNS430W p/n: 011-01060-40, s/n: 97129337 for failed back lighting. Ops check satisfactory. (Garmin International, Certificate No.: G5XR582Y, WO# 12168886)
- Download and installed new Chart cycle 02-2009 January 23.

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: 25865 Date: February 6, 2009**

Signed *[Signature]* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.

CRS# LF1R294K

Total
Carry forward



Registration No. _____



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 874-4144 / Fax: (410) 780-4429

ate No. _____

Airframe Log Entry

Date: **February 12, 2009**
W/O: **25907**

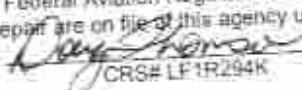
Hobbs: **572.8**
Total Time: **572.8**
Cycles: _____

Registration #: **N45FF**
Make/Model: **PA-46-500TP**
S/N: **4697241**

- Complied with GARMIN Software Service Bulletin No. 0848 Rev A on GNS430W p/n: 011-01060-40, s/n: 97129337 and GNS430W p/n: 011-01060-40, s/n: 97129326. Installed Main software v3.20 and GPS software v3.2.
- Updated dual GNS radio nav-databases to cycle 0902 effective 2/12/09 thru 3/12/09.

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: 25907 Date: February 12, 2009**

Signed 
CRS# LF1R294K

for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220

AIRCRAFT LOG

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

Date: 02/19/09

Hobbs: 577.9

ACTT: 577.9

AIRCRAFT LOG

Piper Meridian

PA46-500TP

N 45FF

Aircraft SN: 4697241

In service 2/28/06

Re-routed cabin door cable around pulley and adjusted. Replaced ice light moritz switch, P/N 102227-007. Replaced right hand static wick and base, P/N B-4, DD-1W. Replaced pin for actuator in Pilot's seat back, P/N 424-224. Bled brakes. Serviced main and nose gear tires. Calibrated stall vane as per log entry.

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

Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Aircraft Log		
Date: 02/23/2009 HOBBIS: 577.9 WO: 25645	Reg# N45FF Aircraft S/N 4697241	
Work Accomplished Operational checked standby altimeter electrical system. Wiring checked serviceable. Removed standby altimeter P/N PSS0189-3 S/N 174213. Installed repaired standby altimeter P/N PSS0189-3 S/N 172602. Performed static leak check. System checked serviceable.		
MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller, or appliance 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.		
Signature:  ECWD470D Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (772) 562-9257		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
August 3, 2009				Mather Aviation LLC
N45FF Piper PA46-500TP			Authorized Service Center:	Hayward Executive Airport
S/N: 4097241				FAA CRS No. Z4MR560Y
Meter 6132				W/W 610129
This is a permanent part of the Aircraft Records. The following inspection, maintenance, repairs or replacements were accomplished.				
				1. Removed ATR 2000 radar RCVR/XMTR p/n: 071-01319-0101, s/n: 9674 and antenna array p/n: 071-01349-0100, s/n: 4317 and complete radar pod from aircraft and sent for repair. Installed serviceable bulkhead p/n: 89797-012, modified ATR 2000 RCVR/XMTR p/n: 071-01319-0101, s/n: 632B from Honeywell International, Inc. CRS# PR28093L and new antenna array p/n: 071-01349-0100, s/n: 5501. Received repaired radar pod p/n: 105031-802 from "California Radomes" CRS# HICR1971, painted to match and installed on the aircraft. Performed functional test of the radar unit and system checks OK. Performed self test of the standby power supply (mounted inside the radar fairing) and power supply checks OK. Installed cross-hair and sealed radome.
				2. Inspected lower wing at radar mount location and found a small dent in the lower skin 1/2 inch forward of the spar. Dent is approximately 125" deep and is smooth with no sharp edges or cracking. Due to location (under radar fairing) and small size, dent is determined to be within acceptable limits and no repair is necessary.
				3. Jacked aircraft, performed several fault free gear cycles, including a manual extension and removed aircraft from jacks. Gear ops checks OK.
				4. Removed landing light control module p/n: 602-506 Rev A and installed new module p/n: PS20763-1. Landing lights ops check OK.
				5. Removed right fuel pump control module p/n: 607-518 and installed new module p/n: PS20763-1. Right fuel pump operates normally.
Technician(s): G. Llanda, S. Llorens, J. Fields, F. Meck, D. Mowery, R. Dodge				
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.				
Total To Carry Forw				Inspector:  Kevin Kelley for CRS# Z4MR560Y

**DUNCAN
AVIATION**

Registration No. _____

N45FF
August 06, 2009

Piper PA-46-500TP
Hobbs: 613.2

S/N: 4697241

Performed functional test and calibration check of radar system. Functional test passed.

All work performed IAW Honeywell IM 006-00643-0004

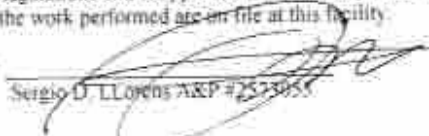
The above described repair or maintenance is certified airworthy and approved for return to service.
A detailed record is on file under work order # U9ZFA.

Signed: 

DUNCAN
Q1 1084

For Duncan Aviation CRS JGVR194F Phone: 916-231-0913

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
October 6 th , 2009 N45FF, Piper 46-500TP S/N: 4697241 Hobbs: 625.9			<u>Mather Aviation LLC</u> Hayward Executive Airport Hayward, CA Invoice#: 610433	
This is a permanent part of the Aircraft Records The following inspection, maintenance, repairs or replacements were accomplished.				
1. Removed and replaced Performed voltage adjustment procedure. Operational check satisfactory. All work IAW PA46-500TP M/M 24-30-00. (P/N off & On: PS60047-1, S/N off: 80820002; S/N on: 80E70202)				
Technicians: S. D. Llorens 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:  Sergio D. Llorens A&P #2573055				
Total To Carry Forward				

January 4, 2010

N45FF Piper PA46-500TP

S/N: 4697241

Meter: 628.5 AFTT: 628.3

Authorized Service Center:

Mather Aviation LLC

Hayward Executive Airport

FAA-CRS No. Z4MR560Y

W/O: 610782

and Remark

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. Checked ADs through **Biweekly 2010-01** dated 1/4/10 and no new ADs apply.
 - Checked **AD 2008-26-11** amendment 39-15777, effective date: 1/28/09. Stall vane heat wiring modification. Found **SB 1192** previously complied with on 12/1/08 @ 542.4 hours. No further action required.
4. Cleaned debris from left wing to fuselage lower fairing.
5. Removed loose static wick base on right wing. Cleaned base and wing and reinstalled using new hardware. Bonding checks OK.
6. Removed marker beacon antenna p/n: CL-102, s/n: 509057R and installed new antenna s/n: 31044Z. Sealed around base.
7. Removed nose wheel and replaced right side cone (bearing), p/n: 214-00300 and cup (race), p/n: 214-00400 with new parts. Greased and reinstalled wheel.
8. Cleaned hydraulic power pack and inside belly of aircraft. Ran hydraulic system and no leaks noted at the pump or in the lines in the belly. Hydraulic system checks OK.
9. Complied with 600 hour fuel filter replacement. Removed filter p/n: ACB040F1240, Lot No: 382630 and installed new filter Lot No: 016240. Pressurized fuel system and no leaks noted.
10. Inspected strobe light systems and found to operate within acceptable parameters.

Technician(s): P. McClure, G. Llanda, D. Mowery, F. Mock

This aircraft and/or component has been repaired and inspected in accordance with applicable FARs. I certify that this Aircraft 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 Kelly for CRS# Z4MR560Y

16/04/10 Hobbs 6473.8 N45FF

Remove left wing fuel tanks. Burnable
Fins to access left wing panels
located under Fins. Secured loose screws
to wet wing panels. No further fuel
leakage noted. Reinstated seat Fins.
A. Morgan N4504960

Carry Forward



January 28, 2011

N45FF Piper PA46-5001P
S/N 4607241

Mfg: A3866

AFLT 658.6

Authorized Service Center

Mather Aviation LLC
The World Executive Airport
FAA CRS No. ZAMR560Y
SCR# 61E809

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 (SE) / Annual Inspection Checklist.
2. Completed engine inspection per MM table 601 minor, routine and 100 hour items.
3. Checked AIDs through **Boresely 2011-02** dated 1/17/11 and no new AIDs apply.
4. Completed with 12 month emergency power supply capacity test. Removed PS-854A power supply p/n: 501-1682-01, s/n: 80121 and sent for test. Reinstalled same power supply after successful test performed by NACal Systems' CRS# W33R939L.
5. Replaced ELY battery p/n: 452-013D with new battery - Expires Jun 2013. Completed with 12 month ELY visual inspection and operational check per FAR 91.207(d) and ELY checks OK. CRS 100188 (monthly p/n: 800112-24, s/n: 827188 and regulator p/n: 800114-22, s/n: C05100188 (monthly p/n: 800112-24, s/n: C05110142) and sent for testing. 60 months oxygen bottle hydrostatic inspection and regulator overhaul completed with by C&L Aero' CRS# L0JF285Y. Reinstalled bottle / regulator assembly and serviced to 1850 psi. No leaks noted. Next hydrostatic test due: Jun 2011.
7. Completed with 200 hour / 3 month battery capacity check and battery failed. Removed battery p/n: 601-910, s/n: 40268173 and installed new battery s/n: 403769802. Battery ops checks OK.
8. Performed battery compartment inspection and no defects were found.
9. Removed left fuel pump control module p/n: 602-518 and installed new module p/n: 102227-007. Left fuel pump ops checks OK.
10. Removed position light control module p/n: 602-518 and installed new module p/n: 102227-007. All position lights ops checks OK.
11. Repaired wire at prop heat timer by removing damaged section and splicing length of new 12 gauge wire in place. Prop heat ops checks OK.
12. Replaced missing screw in lower forward cabin door trim.
13. Replaced...

15. Removed left gear, disassembled, cleaned and inspected. Reassembled with new O-rings. Test pin 484-790 and 484-797, Test seal ring pin 485-082, Test wiper ring pin 187-628 and Test compression ring pin 484-828. Serviced with 5606 hydraulic fluid and 250 psi of nitrogen. Installed wheels, bleed brakes. Gear and brakes ops check OK.
16. Removed right gear, disassembled, cleaned and inspected. Reassembled with new O-rings. Test pin 484-790 and 484-797, Test seal ring pin 485-082 and Test wiper ring pin 187-628. Serviced with 5606 hydraulic fluid and 250 psi of nitrogen. Installed wheels, bleed brakes. Gear and brakes ops check OK.
17. Adjusted right gear actuator rod-end 1 turn out and left gear actuator rod-end 2 1/2 turns out to prevent going into the gear well too far. Adjusted gear doors to fit, cycled gear several times and gear operation checks OK.
18. Adjusted right gear brake hose angle clamp to reduce tension on hose.
19. Replaced left brake piston insulators Test pin 088-00100 and drum Test pin 068-01100. Brakes ops checks OK.

Technician: F. Mock, 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 Kelly

Kevin Kelly for CRSS/4418560Y

Precision Static Testing
 FAA Certified Repair Station #QJAB866X
 PHOENIX (925) 449-5908 FAX (925) 449-6981

I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.

Tested to 33,000 feet. Time: 65 6 6
 W/OH 6024 N 45 FF
 Inspected by [Signature] Date 1/21/14

Certificate No

Type	Scale Error	Pressure Error	Encoder	Leak	Air Case
				Hysteresis	
				% Altitude Tested	Altitude Tested
					Amount Hysteresis
				30%	137
				40%	144
4000				After Effect <input type="checkbox"/> Check Pilot Heat	
6000				Baro. Scale Error (± 25 ft.)	
8000				28.10	-1727
10000				28.50	-1340
12000				29.00	-863
14000				29.50	-392
15000				29.92	0
16000				30.50	+531
18000				30.90	+893
20000				30.99	+974
22000				Aircraft #	
25000				Date Tested:	
30000				Technician:	
35000				Inspector:	
40000					
45000					
50000					

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
 Tested to: 30000 ft. W.O. #:

Precision Static Testing FAA CRS# QJAR856X
 PILOT / FIRST OFFICER / STAND-BY

Form 1A

Type	Scale Error	Pressure Error	Encoder	Leak	Air Case
				Hysteresis	
				% Altitude Tested	Altitude Tested
					Amount Hysteresis
				30%	137
				40%	144
4000				After Effect <input type="checkbox"/> Check Pilot Heat	
6000				Baro. Scale Error (± 25 ft.)	
8000				28.10	-1727
10000				28.50	-1340
12000				29.00	-863
14000				29.50	-392
15000				29.92	0
16000				30.50	+531
18000				30.90	+893
20000				30.99	+974
22000				Aircraft #	
25000				Date Tested:	
30000				Technician:	
35000				Inspector:	
40000					
45000					
50000					

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
 Tested to: 35000 ft. W.O. #:

Precision Static Testing FAA CRS# QJAR856X
 PILOT / FIRST OFFICER / STAND-BY

Form 1A

Type	Scale Error	Pressure Error	Encoder	Leak	Air Case
				Hysteresis	
				% Altitude Tested	Altitude Tested
					Amount Hysteresis
				30%	137
				40%	144
4000				After Effect <input type="checkbox"/> Check Pilot Heat	
6000				Baro. Scale Error (± 25 ft.)	
8000				28.10	-1727
10000				28.50	-1340
12000				29.00	-863
14000				29.50	-392
15000				29.92	0
16000				30.50	+531
18000				30.90	+893
20000				30.99	+974
22000				Aircraft #	
25000				Date Tested:	
30000				Technician:	
35000				Inspector:	
40000					
45000					
50000					

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
 Tested to: 35000 ft. W.O. #:

Precision Static Testing FAA CRS# QJAR856X
 PILOT / FIRST OFFICER / STAND-BY

Form 1A

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
May 23, 2011 N45FF Piper PA46-500TP S/N: 4697241 Meter: <u>AFTT</u>	Beechcraft Authorized Service Center		<u>Mather Aviation LLC</u> Hayward Executive Airport FAA CRS No. Z4MR560Y SC# 612208	
This is a permanent part of the Aircraft Records. The following inspection, maintenance, repairs or replacements were accomplished:				
1. Replaced starter / generator cooling duct p/n: 506-416 with new duct. Secure away from alternator #2 cooling fan. Cooling duct checks OK.				
Technician(s): <u>J. Fields</u> 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: <u><i>Kevin Kelley</i></u> Kevin Kelley for CRS# Z4MR560Y				
Total To Carry Forward				

NI-CAD SYSTEMS

25216 Cypress Ave.
Hayward, CA 94544

FAA Repair Station # WB3R939L

Customer Mahee Aviation LLC type General Aviation

The aircraft component: Power Supply

Model No. PS-834A Serial No. 80181

was repaired and inspected in accordance with current Federal Aviation

Administration Regulations and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under

Repair Order No. 33239 Date 01-09-12

Signed: _____

SERVICEABLE



NI-CAD SYSTEMS

25216 Cypress Ave.
Hayward, CA 94544

FAA Repair Station # **WB38939L**

Customer Mather Aviation LS

The aircraft component: Power Supply type Commercial/Aviation

Model No. P5-834A Serial No. 80121

was repaired and inspected in accordance with current Federal Aviation Administration Regulations and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under

Repair Order No. 130981

Signed: [Signature] Date 12-14-09

SERVICEABLE

INSTALLATION INSTRUCTIONS FOR CI 102, MARKER BEACON ANTENNA

PART IDENTIFICATION SUPPLEMENT

This part is categorized as a TSO C35d "Incomplete System" CLASS A per FAA 8150.1B, Section 17(b). This antenna provides a major function of a TSO C35d Marker Beacon System. It may be used with any approved C35d Marker Beacon System limited to the RTCA DO -138 environmental categories noted on the identification label attached to the part.

(RECOMMENDATIONS & LIMITATIONS)

IT'S IMPORTANT TO UNDERSTAND THAT THIS DOCUMENT IS NOT AN INSTALLATION AUTHORIZATION

The CI 102 MARKER BEACON antenna delivers optimum performance only when installed correctly. To ensure adequate structural strength of the aircraft for associated air loading during flight, use of a backing plate or doubler (**Not Supplied**) refer to **FAA ADVISORY CIRCULAR 43.13-2A** for complete information, is highly recommended. It is the responsibility of the installation agency to determine the appropriate and adequate antenna installation. The CI 102 is designed to provide MARKER BEACON from a single coaxial connector.

WARNINGS:

DO NOT ATTEMPT TO ADJUST THE FACTORY- SET TUNING SCREW OR WARRANTY WILL BE VOIDED.

LOCATION:

- 1) The CI 102 MARKER BEACON antenna must be mounted on the bottom of the aircraft.
- 2) Mount the CI 102 MARKER BEACON antenna on the bottom of the fuselage, clear of any metallic projections such as other antennas or landing gear.

INSTALLATION PREPARATION:

- 1) Prepare the surface for antenna installations in such a manner to ensure a ground contact of less than .003 Ohm. If bare metal surfaces are needed for surface preparation they should be treated with Alodine 1200 or Iridite to eliminate aluminum oxidation.
- 2) Drill holes in aircraft skin per footprint on figure 1. **NOTE: The picture in figures 1 & 2 is shown below is not to scale, is for reference only. Do not use it as a template for drilling holes.**

Prepared By: <i>J. Aaga</i>	Date: <i>11/10/08</i>	Engineering: <i>[Signature]</i>	Date: <i>11/10/08</i>
Production: <i>9/19</i>	Date: <i>11/10/08</i>	Sales: <i>[Signature]</i>	Date: <i>11/10/08</i>
		Quality Assurance: <i>[Signature]</i>	Date: <i>11/10/08</i>

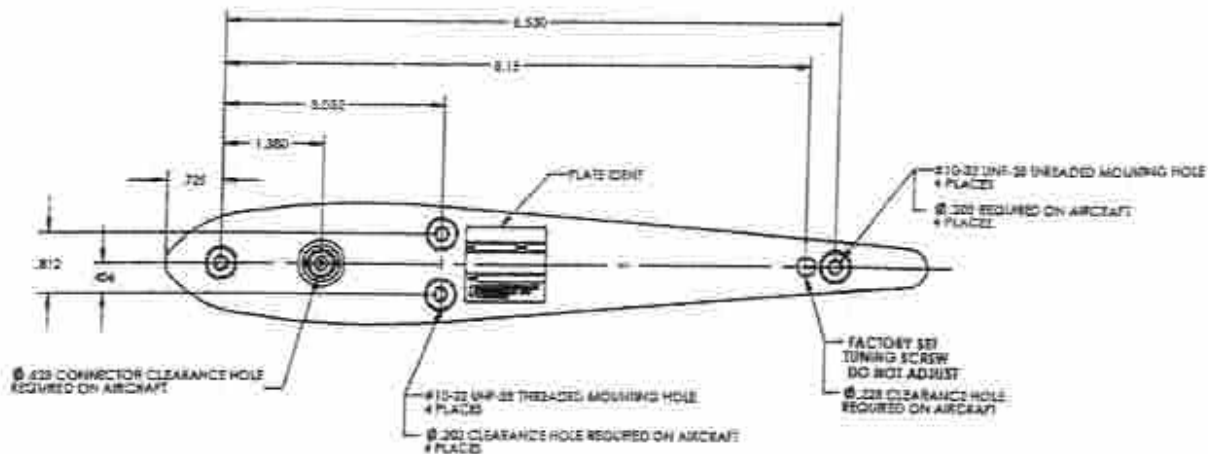


FIGURE 1.

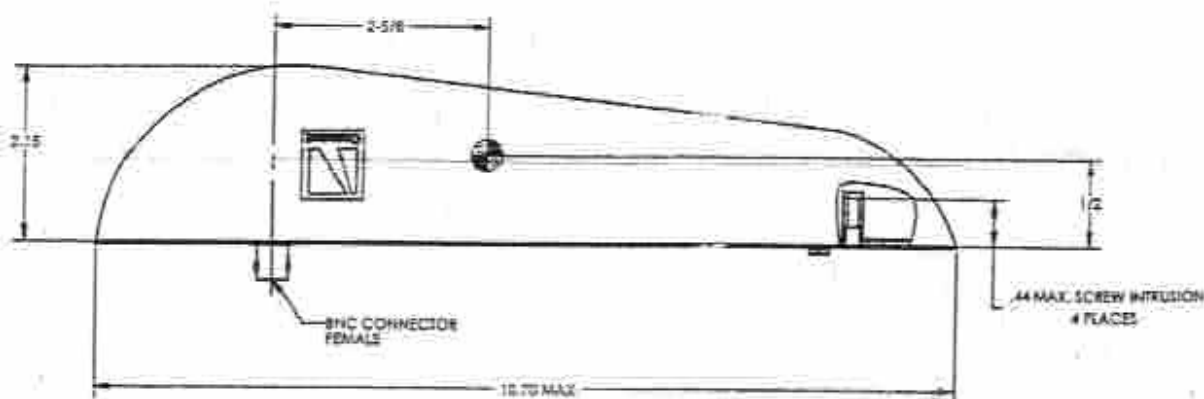


FIGURE 2.

INSTALLATION:

- 1) Mount a 102 MARKER BEACON antenna using 4 #10-32 threaded fasteners (**Not Supplied**) from the inside of the aircraft to sandwich the aircraft skin between the antenna base plate and the internal backing plate or doubler. Make sure that the screw length does not exceed the .44 maximum screw intrusion depths shown in figure 2. Otherwise the rivnuts inside the antenna may be damaged and prevent the antenna from mounting closely to the aircraft fuselage. **Note:** that a .328 clearance hole is required on the aircraft for the factory set tuning screw which must not be adjusted. Gently tighten the hardware so that uniform stress is placed on either side of the antenna base plate and make sure that the connector has sufficient clearance through the aircraft skin. Torque to 20-25 in-lbs.
- 2) For maximum signal strength, the length of the antenna lead to the receiver should be minimized to be as short as possible. **NOTE: PAINTING A CI 102 MARKER BEACON ANTENNA MAY DEGRADE PERFORMANCE AND IS NOT RECOMMENDED. MODIFICATION OF ANY COMANT PRODUCT WILL VOID THE WARRANTY.**

COMPOSITE AIRCRAFT INSTALLATION:

1) Except for preparation instructions, installation is the same with the addition of a ground plane as indicated in **FAA ADVISORY CIRCULAR 43.13-2A, section 37.C** and may enhance performance. Receiver lightning protection can be improved by grounding the coaxial shield with an appropriate metal mounting clamp at any convenient location before the receiver is connected to the CI 102 MARKER BEACON antenna.

LIMITATIONS:

"The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the article, when installed, performs in accordance with the design specifications that meet this TSO. The article may be installed only if further evaluation by the application documents and acceptable installation is approved by the Administrator."

Installation of these products should be done by qualified personnel.

Contact Comant Industries for specific aircraft applications and limitations.

2

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

PAH NUMBER PQ 1021CE-D

3. Form Tracking Numbers
991441
5. Work Order/Contract/Invoice Number: 016240

6. Item	1. Description	8. Part Number	9. Eligibility *	10. Quantity	11. Serial/Barb Number	12. Status/Work
01	Filter Element	ACB040F1240 REV. C	Expiring: <small>Renewable Model CL-041 -041B, -1A11 (CL-041D), CL-040-041E (CL-041), CL-040-041B (CL-041-041) (CL-041-041), (CL-041), Page 1 of 1 100, 200 Series</small>	25	016240	NEW

13. Remarks: PAC Sales Order # 424120 Pick #272713 Drawing Number ACB040F1240, Rev. C
 Reference PMA Supplement No 39
 The part ACB040F1240 shipped under this approval is a subcomponent of FAA-PMA Assembly Item No. ADB04012Y11
This replacement part is not a critical component.

14. 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 13.

15. Authorized Signature: 
 16. Approval/Authorization No.: DMIR-501281-CE

18. Date (mm/dd/yyyy): Apr 6, 2007

17. Name (Typed or Printed): Kevin Dowds

User/Installer Responsibility

It is important to understand that the existence of this document does not automatically constitute authority to install the part/component/assembly.
 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 higher airworthiness authority approval/authorization/assembly from the airworthiness authority of the country specified in Block 1.
 Statements in Blocks 14 and 15 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.
 FAA Form 8130-3 (6-01) * handler must cross-check eligibility with applicable technical data.

595632 JM

RELEASE POINT

SATAIR
 Certified True Copy
 Date: 16-06-2008
 CHARLES BREW



775807505637

Registration No. _____

and Remarks	Signature	Certificate No.
<p>March 11, 2013 N43FF Piper PA46-500TP S/N: 4697241 Meter: 728.2 AFTT: 728.2</p>	<p>Beechcraft Authorized Service Center</p>	<p>Mather Aviation LLC Hayward Executive Airport FAA CRS No. 74MR560Y WCI# 613899</p>
<p>This is a permanent part of the Aircraft Records. The following inspection, maintenance, repairs or replacements were accomplished.</p>		
<ol style="list-style-type: none"> 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. Checked ADs through Biweekly 2013-05 dated 3/10/13 and no new ADs apply. 4. Complied with 12 month emergency power supply capacity test. Removed PS-834A power supply p/n 501-1682-01, s/n 80121 and sent for test. Reinstalled same power supply after successful test performed by 'Gicad Systems' CRS# WB3R9391. 5. Complied with 12 month FAR 91.207(c)(d) ELT checks. Removed battery pack, p/n 452-0130 Rev H w/o 35624-200, and installed battery pack, p/n 452-0130 Rev H w/o 357114-059. Performed visual inspection and operational checks, unit checked OK. Installed unit and placed switch to "ARM" position. 6. Complied with 200 hour / 3 month battery capacity check and battery checked good. 7. Complied with 1 month fire extinguisher inspection and weight check, no defects noted. 8. Complied with 12 Mo. chip detector inspection, no defects noted. 9. Complied with 12 Mo. lubes. 10. Removed and replaced bearing, p/n 08125, and race, p/n 08231, on nose wheel axle (valve stem side). 11. Removed and replaced Beta block, p/n 758-733. 12. Removed left and right flap outboard bellcrank. Inspected bellcranks and mount brackets, no defects noted. Replaced mount bolt, p/n AN4-20, during installation of bellcranks. 13. Replaced clevis pins, 2 ea. p/n M520392-2C19 and bolts, 2 ea. p/n AN3-7A, on emergency exit handle. 14. Removed and replaced engine breather hose, p/n Mil-6000-1. 		

Test Altitude	Scale Error	Friction Error	Encoder	Leak Acft/Case	Hysteresis		
-1000	+2		-1.0	ES 6140-0			
0	+20		0		% Altitude Tested	Altitude Tested	Amount Hysteresis
500	+20		0	50%	18h	0	
1000	+20	0	1.0	40%	14h	0	
1500	+20		1.5	After Effect: 0 Check Pitot Heat			
2000	+20	0	2.0	Baro. Scale Error (± 25 ft.)			
3000	+20	0	3.0	28.10	-1727	-	
4000	+10		4.0	28.50	-1340	-	
5000	+10		4.0	29.00	-863	-	
6000	+13		6.0	29.50	-392	-	
8000	+10		8.0	29.92	0	✓	
10000	+10	0	10.0	30.50	+531	✓	
12000	0		12.0	30.90	+893	✓	
14000	+10		14.0	30.99	+974	✓	
15000	+10	0	15.0	Aircraft # N145FF			
16000	+15		16.0	Date Tested: 2/6/13			
18000	+15	0	18.0	Technician: [Signature]			
20000	+15	0	20.0	Inspector: [Signature]			
22000	0		22.0	Tested in compliance with Appendix E, Part 43, F.A.R. 91.411			
25000	0	0	25.0	Tested to: 35h ft. W.O. #: 9054			
30000	0	0	30.0	Precision Static Testing FAA CRS# QJAR856X			
35000	-10	0	35.0	PILOT / FIRST OFFICER / STAND-BY			
40000				Form 1A			
45000							
50000							

Test Altitude	Scale Error	Friction Error	Encoder	Leak Acft/Case	Hysteresis		
-1000	+10			ES 6140-0			
0	+10				% Altitude Tested	Altitude Tested	Amount Hysteresis
500	+10			50%	18h	+20	
1000	+10	10		40%	14h	+30	
1500	0			After Effect: Check Pitot Heat			
2000	-20	10		Baro. Scale Error (± 25 ft.)			
3000	-20	10		28.10	-1727	-	
4000	0			28.50	-1340	-	
5000	0			29.00	-863	-	
6000	-5			29.50	-392	-	
8000	-10			29.92	0	✓	
10000	-20	10		30.50	+531	✓	
12000	-20			30.90	+893	✓	
14000	-20			30.99	+974	✓	
15000	-20	10		Aircraft # N145FF			
16000	-30			Date Tested: 2/6/13			
18000	-40			Technician: [Signature]			
20000	-10	10		Inspector: [Signature]			
22000	+20			Tested in compliance with Appendix E, Part 43, F.A.R. 91.411			
25000	+30	10		Tested to: 35h ft. W.O. #: 9054			
30000	+20	10		Precision Static Testing FAA CRS# QJAR856X			
35000	-20	10		PILOT / FIRST OFFICER / STAND-BY			
40000				Form 1A			
45000							
50000							

Test Altitude	Scale Error	Friction Error	Encoder	Leak Acft/Case	Hysteresis		
-1000	+10		-1.0	68 6140-0			
0	+10		0		% Altitude Tested	Altitude Tested	Amount Hysteresis
500	+10		0	50%	18h	0	
1000	+20	0	1.0	40%	14h	0	
1500	+10		1.5	After Effect: 0 Check Pitot Heat			
2000	+10	0	2.0	Baro. Scale Error (± 25 ft.)			
3000	+10	0	3.0	28.10	-1727	-	
4000	+10		4.0	28.50	-1340	-	
5000	+15		5.0	29.00	-863	-	
6000	+15		6.0	29.50	-392	-	
8000	+15		8.0	29.92	0	✓	
10000	+10	0	10.0	30.50	+531	✓	
12000	+10		12.0	30.90	+893	✓	
14000	+10		14.0	30.99	+974	✓	
15000	+10	0	15.0	Aircraft # N145FF			
16000	+10		16.0	Date Tested: 2/6/13			
18000	+10		18.0	Technician: [Signature]			
20000	+10	0	20.0	Inspector: [Signature]			
22000	-10		22.0	Tested in compliance with Appendix E, Part 43, F.A.R. 91.411			
25000	0	0	25.0	Tested to: 35h ft. W.O. #: 9054			
30000	0	0	30.0	Precision Static Testing FAA CRS# QJAR856X			
35000	-5	0	35.0	PILOT / FIRST OFFICER / STAND-BY			
40000				Form 1A			
45000							
50000							

Registration No. _____

and Remarks	Signature	Certificate No.
Precision Static Testing Livermore, CA FAA Certified Repair Station #QJAR856X PHONE (925) 449-5904 FAX (925) 449-6081		
certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.		
Tested to <u>31h</u> feet Time: <u>725-2</u> W/O# <u>4654</u> N <u>48FF</u> Inspected by <u>[Signature]</u> Date <u>2/6/17</u>		
January 3, 2014 N45FF, Piper PA46-500TP S/N: 4697341 Meter 754.0	Beechcraft Authorized Service Center	Mather Aviation LLC Hayward Executive Airport FAA CRS No. Z4MR560Y WO# 614938
This is a permanent part of the Airframe Records. The following inspection, maintenance, repairs or replacements were accomplished.		
1. Jacked aircraft. Removed hydraulic power pack, p/n 102559-2 s/n FAH0332. Installed owner provided power pack, p/n 102559-2 s/n FAH0322. Serviced unit with Mil-H 5606a hydraulic fluid. Performed bleeding procedures and gear swings, system ops checked good. Removed aircraft from jacks.		
Technician(s): P. McClure, R. Romentaria 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: <u>[Signature]</u> Peter McClure for CRS# Z4MR560Y		

3-00000-10-00000

AIRCRAFT LOG

March 11, 2014

N45FF Piper PA46-500TP

S/N 4697241

Meter 7574 AFTT 7574

Beechcraft
Authorized Service Center

Mather Aviation LLC

Hayward Executive Airport

FAA CRS No. Z4MR560Y

WO# 615176

Maintenance

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

1. Removed elevator / trim tab assembly and sent for repair. Reinstalled same elevator / trim tab after repair. See 'West Coast Wings' Log entry and 337 dated 3/6/14. Connected all controls, rigged per MM and ops checks OK.

Technician(s): S. Katz, R. Jello, D. Mowery, R. Rementera

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:


Peter McClure for CRS# Z4MR560Y

WEST COAST WINGS
1401B SOUTH STATE ST.
UKIAH, CA 95482
707-462-6822

3/6/14
N45FF

Replace elevator tab lh skm. see 337 this date. Replace rh & lh stall bases and wicks with new. Paint repaired area with Nason urethane. Elevator balance checked and found to be within limits of Piper PA-46-500TP Maintenance Manual.
Elevator not installed on aircraft.

Total To
Carry Forward



End
A&P # 2989002

Signature

NI-CAD SYSTEMS

25216 Cypress Ave.
Hayward, CA 94544

FAA Repair Station # WF38939L

Customer

Pather Aviation LLC

The aircraft component:

Power Supply

Type Continental

Model No.

P5-834A

Serial No.

80191

was repaired and inspected in accordance with current Federal Aviation Administration Regulations and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under

Repair Order No.

35875

Signed:

[Signature]

Date

04-04-14

SERVICEABLE

AIRCRAFT LOG

April 18, 2014
 N45FP Piper PA46-500TP
 S/N. 4697241
 Meter 757.5 AFTT: 757.5

Beechcraft
 Authorized Service Center

Mather Aviation LLC
 Hayward Executive Airport
 FAA ERS No. Z4MR560Y
 WOF# 615271

Maintenance

This is a permanent part of the Aircraft 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 & Whitney MM table 601 minor, routine and 100 hour items.
3. Checked AIDs through **Biweekly 2014-07** dated 4/8/14 and complied with following AID:
 - **AD2013-13-01** Inspection of fuel tank fuel vent valves. Amendment 39-17489 dated July 10, 2013. Inspected and replaced left and right black fuel vent valves with new orange fuel vent valves, p/n 106927-001, per Piper **SD 1258** instructions.
4. Complied with 12 month emergency power supply capacity test. Removed P5-834A power supply p/n 501-1682-01, s/n 80121 and sent for test. Reinstalled same power supply after successful test performed by 'NoCad Systems' CR5# WB3R939L.
5. Complied with 12 month FAK 91 207(d) ELT checks. Performed visual inspection and operational checks, unit checked OK. Installed unit and placed switch to "ARM" position.
6. Complied with 200 hour / 3 month battery capacity check and battery failed cap check. Removed battery, p/n RG-41 s/n 46378982. Installed new battery, p/n RG-41 s/n 40509464. Battery ops checked good.
7. Complied with 1 month fire extinguisher inspection, no defects noted.
8. Complied with 1 month battery compartment inspection, no defects noted.
9. Complied with 1 month oxygen system inspection, no defects noted.
10. Complied with 3 month hydraulic and brake reservoir check, serviced as required.
11. Complied with 12 Mo. chip detector inspection, no defects noted.
12. Complied with 12 Mo. engine mount attach brackets and hardware inspection, no defects noted.
13. Complied with 12 Mo. Airborne 11157 check valve inspection per SL39, unit checked good.
14. Complied with 100 Hr. tubes.
15. Complied with 400 Hr. / 24 Mo. purge system inspection and cleaning.
16. Complied with 500 Hr. / 24 Mo. internal fuel strainers inspection, no defects noted.

Total --
 Carry Forward

(347)

Registration No. _____

Certificate No. _____

- 17 Complied with 300 Hr. starter / generator cleaning and brush inspection, no defects noted
- 18 Serviced all landing gear struts with Mil-H-5606A fluid and Nitrogen. Adjusted strut height when aircraft was fueled.
- 19 Serviced all tires with Nitrogen to within limits.
- 20 Removed left cabinet and interior panel for access. Installed items after avionics work by Duncan was complied with.
- 21 Removed and replaced alternator belt with new part, p/n 73965-022. Adjusted belt tension to within limits.
- 22 Adjusted air conditioning compressor belt tension to within limits.
- 23 Rerouted electrical connector per Piper maintenance manual section 71-60-00.
- 24 Serviced oxygen system to full.
- 25 Replace 3 static dischargers, p/n 456-904, that failed bending check. Replace one discharger base, p/n 432-094, due to sheared attach point. All units passed bonding check.
- 26 Repaired stack on lower forward cowl fiberglass induction duct with fiberglass patch.
- 27 Rugged elevator trim tab travel to within limits.
- 28 Removed, disassemble nose wheel assembly. Assembled new wheel assembly, p/n 46-77G, on existing serviceable tire and tube. Serviced tire with Nitrogen to correct pressure and installed wheel assembly on aircraft.
- 29 Removed and replaced bothings, 2 ea, p/n 452-857, and bolt, p/n 691-315 on both left and right main landing gear upper torque links.
- 30 Adjusted routing of brake line in right gear well.
- 31 Removed mop pitot heat control module, p/n 691-232 (date code: 0575), and installed new unit, p/n 691-232 s/n 005421. Pitot heat ops checked good.

Technicians: V. Franco, P. McClure, D. Anka, 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.

Inspector


Kevin Kelley, JTR, CRSE, AMR560Y

S. 1000-1000-1000



2802 Old Tower Road
Phoenix Arizona 85034
FAA Repair Station No. EKGR5710

602-267-4070 Phone
602-267-4030 FAX

Model	PA-46-500TP	Aircraft Maintenance Record	Work Order No.	02A18766
Serial No	4687241		Hour Meter	779.6
Registration	N45FF		Aircraft Total Time	779.6
Page	1 of 3		Landings	N/A

Avionics Installations

- Complied with installation of Garmin G950 Integrated Avionics 3 Display System. All work accomplished in reference to Cutter Drawing 082-3100-L04-00, Rev IR "3-DISPLAY DATA LIST", approved under Cutter STC SA01705W1, Issued 20 DEC 2012. System Ground checks good per STC DOC# 082-3100-N01-00, REV 2 "INSTALLATION INSTRUCTIONS" with no discrepancies noted. The Aircraft is supplied with the FAA APPROVED AFMS (Airplane Flight Manual Supplement) DOC# 082-3100-A01-00, REV IR and Instructions for continued Airworthiness (ICA) DOC# 082-3100-C01-00, REV 1.0.
- Complied with installation of Garmin GCU476 FMS Control Pad. Install 1 a new aft pedestal panel P/N 104937-002, and keypad bracket assembly P/N 104930-002. Installed a new GCU-476 keypad P/N 010-00467-10, S/N 21905720. Installed new Fuel Shut Off control cable part number 653 926. Installed new Engine Bleed Air Control cable part number 653 926. Ground tests check good. All work accomplished in reference to Installation Instructions for G950 Integrated Flight Deck Document # 082-3100-N01-00 rev 2.0, Dec 14, 2012. Work performed IAW Cutter STC # SA01705W1
- Complied with Garmin GDL69A Satellite Data Link Weather/XM Radio Installation. Installed new Garmin GDL69A P/N 011-000987-00, S/N 47768065 referencing Garmin GDL-69A IM & integrated into G950 system IAW Cutter Dwg #25-GDL69A rev 2. Install approved per Garmin STC SA01487SE-D for installation on Piper PA-46-500TP. Ops check performed referencing Garmin GDL69A IM # 190-00365-02 & Installation Instructions for G950 Integrated Flight Deck Document # 082-3100-N01-00 rev 2.0, Dec 14, 2012 System ground tests check satisfactory with no discrepancies noted.
- Complied with installation of Garmin GTS-800 Traffic System and integrated wiring into G950 system IAW Cutter Dwg # 34-GTS800-01 Reference 8110-3 dated 11-19-2014 DERT-605119-NM. Installed GTS-800 LRU, P/N 011-01356-00 S/N 15L008109. Installed 2ea GA 58 directional antennas P/N 011-01346-00, S/N (top) 124011014, (bottom) 154011029 in reference to Strong Aero Engineering DWG# 45FF-101414-1, Approved by Structures DERT-605818-NM Rev N/C, dated 10/14/2014. Installed Garmin GA-37 GPS/WAAS/XM and GA-36 GPS/WAAS antennae in reference to Strong Aero Engineering DWG# 45FF-101414-2. Approved by Structure DERT-605818-NM Rev N/C, dated 10/14/2014. Performed Post installation Ground Tests with no faults noted at this time. Work performed IAW Garmin GTS800 / GPA 65 IM # 190-00587-00 Rev H, Oct 2012 & Installation Instructions for G950 Integrated Flight Deck Document # 082-3100-N01-00 rev 2.0, Dec 14, 2012



2902 Old Tower Road
Phoenix Arizona 85034
FAA Repair Station No. EKGR571D

602-267-4070 Phone
602-267-4030 FAX

Avionics Installations (Cont)

- Complied with installation of Garmin ChartView Enablement. Enabled Jeppesen Chartview & Synthetic Vision Technology (SVT) options IAW Garmin G950 IM 190-00719-00 rev F, approved under Cutter STC # SA01705W1. Performed Post Installation Ground Test & no faults noted for Chartview & SVT in reference to Installation Instructions for G950 Integrated Flight Deck Document # 082-3100-N01-00, Rev 2.0, dated Dec. 14, 2012.
- Loaded 010-00330-55 SVS file onto both PFD's. Operational check go. J referencing Cutter STCSA01705W1.
- Fabricated and installed new main avionics instrument panel including all assembly parts from alu 2024T3 125" thick (Lot#02LT14-01307). All work accomplished in reference Cutter Aviation STC DWG#53-18082012-Rev. 2.
- Complied with the 24-month test and inspection of #1 & #2 altimeters, static pressure system, automatic pressure reporting system, and #1/#2 ATC transponders. All work accomplished in reference to y 14 CFR 91.411 and 91.413, and found them to comply with the Part 43 appendix E and F.
- New aircraft basic empty weight complied with. Copy of Aircraft Basic Empty Weight placed in POH.

Discrepancies

- Installed new lower forward entry door cable. P/N 69630-004. Operational check good. Reference Piper PA-46-500TP MM 52-10-00.
- Repaired shorted wire. K3D20, on engine harness near S427. Operational check good. All work accomplished in reference to Piper Aircraft Inc. PA46-500TP MM 74-10-00 and WDM 91-74-20.
- Evacuated 1.2 lbs. of refrigerant, vacuumed system for 30 minutes, no leaks noted. Recharged with 2.0 lbs. of R-134.
- Adjusted tension on elevator cables to proper tension per manual. Reference Piper PA-46-500TP MM 27-30-00.
- Complied with replacement of ELT battery. Installed new Battery pack from ACR Electronics Approval # DM(R-946052990-CE. New Battery, P/N 542-0130 S/N 364365-084. **New Expiration date: May 2017.** ELT system op check good with no discrepancies noted. All work done referencing Artex ELT 110/100 Series Battery pack Installation Instructions Doc# 571-0130 REV-D.
- Re-sealed all fittings of the Static Norm/Alternate valve with Teflon tape. No leaks noted at this time. All work performed referencing Piper AMM model PA-46-500PT MM 34-16-00.
- Installed New Pitot Heat Timer. P/N: 691-232 S/N: 005526. Operational check good. All work accomplished in reference to Piper Aircraft Inc. PA-46-500TP, Malibu Meridian MM 34-10-00 and 91-30-30.

Test Altitude	Scale Error	Friction Error	Encoder	Leak	Hysteresis		
				Act/Case 72 @ 16.000	% Altitude Tested	Altitude Tested	Amount Hysteresis
-1000	0		-1.0				
0	0						
500	0						
1000	0	0	1.0		50%	18h	0
1500	0		1.5				
2000	0	0	2.0		40%	14h	0
3000	0	0	3.0				
4000	0		4.0				
5000	0		5.0				
6000	0		6.0				
8000	0		8.0				
10000	0	0	10.0				
12000	0		12.0				
14000	-1.0		14.0				
15000	-1.0	0	15.0				
16000	-1.0		16.0				
18000	-1.0		18.0				
20000	-1.0	0	20.0				
22000	-1.0		22.0				
25000	-2.0	0	25.0				
30000	-2.0	0	30.0				
35000	-3.0	0	35.0				
40000							
45000							
50000							

After Effect Check Pitot Heat

Baro. Scale Error (± 25 ft.)

28.10	-1727	-
28.50	-1340	-
29.00	-863	-
29.50	-392	-
29.92	0	-
30.50	+531	-
30.90	+893	-
30.99	+974	-

Aircraft # N45FF
Date Tested: 5/14/15
Technician: J.R.
Inspector: J.R.

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
Tested to: 35h ft. W.O. #: 10518

Precision Static Testing FAA CRS# QJAR856X

Form 1A PILOT / FIRST OFFICER / STAND-BY

Test Altitude	Scale Error	Friction Error	Encoder	Leak	Hysteresis		
				Act/Case 72 @ 16.000	% Altitude Tested	Altitude Tested	Amount Hysteresis
-1000	0						
0	-1.0						
500	0						
1000	-1.0	0			50%	18h	+20
1500	-1.0						
2000	-2.0	0			40%	14h	+
3000	-1.0	0					
4000	-1.0						
5000	-2.0						
6000	-2.0						
8000	-2.0						
10000	-2.0	1.0					
12000	-4.0						
14000	-1.0						
15000	-2.0	1.0					
16000	-4.0						
18000	-4.0						
20000	-2.0	1.0					
22000	-2.0						
25000	-5.0	1.0					
30000	-6.0	1.0					
35000	-2.0	1.0					
40000							
45000							
50000							

After Effect Check Pitot Heat

Baro. Scale Error (± 25 ft.)

28.10	-1727	-
28.50	-1340	-
29.00	-863	-
29.50	-392	-
29.92	0	-
30.50	+531	-
30.90	+893	-
30.99	+974	-

Aircraft # N45FF
Date Tested: 5/14/15
Technician: J.R.
Inspector: J.R.

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
Tested to: 35h ft. W.O. #: 10518

Precision Static Testing FAA CRS# QJAR856X

Form 1A PILOT / FIRST OFFICER / STAND-BY

Test Altitude	Scale Error	Friction Error	Encoder	Leak	Hysteresis		
				Act/Case 72 @ 16.000	% Altitude Tested	Altitude Tested	Amount Hysteresis
-1000	-1.0		-1.0				
0	-1.0						
500	-1.0						
1000	-2.0	0	1.0		50%	18h	0
1500	-1.0		1.5				
2000	-1.0	0	2.0		40%	14h	0
3000	-1.0	0	3.0				
4000	-1.0		4.0				
5000	-1.0		5.0				
6000	-1.0		6.0				
8000	-1.0		8.0				
10000	-1.0	0	10.0				
12000	-1.0		12.0				
14000	-1.0		14.0				
15000	-2.0	1	15.0				
16000	-2.0		16.0				
18000	-2.0		18.0				
20000	-2.0	0	20.0				
22000	-2.0		22.0				
25000	-2.0	0	25.0				
30000	-4.0	0	30.0				
35000	-4.0	0	35.0				
40000							
45000							
50000							

After Effect Check Pitot Heat

Baro. Scale Error (± 25 ft.)

28.10	-1727	-
28.50	-1340	-
29.00	-863	-
29.50	-392	-
29.92	0	-
30.50	+531	-
30.90	+893	-
30.99	+974	-

Aircraft # N45FF
Date Tested: 5/14/15
Technician: J.R.
Inspector: J.R.

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411
Tested to: 35h ft. W.O. #: 10518

Precision Static Testing FAA CRS# QJAR856X

Form 1A PILOT / FIRST OFFICER / STAND-BY



AIRCRAFT LOG

2802 Old Tower Road
Phoenix Arizona 85034
FAA Repair Station No. EKGR571D

802-287-4077
802-287-4038 Fax

Discrepancies (Cont)

- Installed new ECS control knob P/N 688-709
- Installed new cabin lighting Timer Reset Switch P/N: 89878-002. Operational check good. All work accomplished in reference to Piper Aircraft, Inc., PA-46-500TP Malibu Meridian MM 91-33-20.
- Installed new bearings P/N 452-800 and new bolt P/N 691-334 on nose landing gear torque link. Also installed new harness clamp P/N 554-735. All work accomplished in reference to PA-46-500TP MM 32-20-00.
- Installed repaired outflow safety valve; P/N 103638-8; S/N 88-H0887. Aircraft pressurization operational. check good. Reference PA-46-500TP MM 21-30-00.

The aircraft and for component identified above was repaired and inspected in accordance with current federal aviation regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station.

Signed: Kevin Reedy Kevin Reedy Date: Dec 10 2014

FAA Repair Station No. EKGR571D

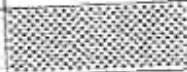
Page 1

Precision Static Testing Livermore, CA
FAA Certified Repair Station #QJARB56X
PHONE: (925) 449-5904 FAX (925) 449-6081

I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.

Tested to 3500 feet. Time: 2014
W/O# 11316 N 4555
Inspected by [Signature] Date 12/10/14

Total To Carry Forward



May 14, 2015

8445FF Paper P/46-5007P

S/N: 4687241

Major: 801.8

AETT: 801.8

Beechcraft

Authorized Service Center

Mather Aviation LLC

Hayward Executive Airport

FAA CRS No. Z44BR360V

WOM: 815962

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

1. Completed with **Annual Inspection** per the Piper Maintenance Manual, Event #1 & 2 Inspection Checklist.
2. Completed engine inspection per Pratt & Whitney MM table 661 minor, routine and 100 hour items.
3. Checked AIDs through **Biweekly 2015-09** dated May 3, 2015, and no new AIDs apply.
4. Completed with 100 Hr / 12 Mo. Lubes.
5. Completed with 12 month FAR 91.207(b) ELT checks. Performed visual inspection and operational checks, and checked OK. Installed unit and placed switch to "ARM" position.
6. Completed with 50 Hr. propeller de-ice functional check and no defects noted.
7. Completed with 50 Hr. landing gear strut inspection and no defects noted.
8. Completed with 50 Hr. pilot's side cockpit window inspection per **SB1175B** and no defects noted.
9. Completed with 250 Hr. wing fit limit calculation per **SB1204** and found all flight considered Category 1. Wing fit limit calculations not required at this time.
10. Completed with 200 hour / 4 month battery (p/n: RC-41 s/n: 40509464) capacity check and battery passed at 86%. Re-charged battery and reinstalled.
11. Completed with 1 month battery compartment inspection, no defects noted.
12. Completed with 12 month emergency power supply capacity test. Removed PS-834A power supply p/n: 501-1682-01, s/n: R0321 and test for test. Reinstalled same power supply after successful test performed by NICAD Systems' CRSR WBR099.
13. Completed with 1 month fire extinguisher inspection, no defects noted.
14. Completed with 3 month hydraulic power pack fluid level check and serviced as required.
15. Completed with 3 month brake reservoir check and serviced as required.
16. 24 month pitot static and transponder tests per FAR 91.413 and 91.412 accomplished by Precision Static Testing CRSR QAH886X.
17. Completed with 1 month oxygen system inspection, no defects noted.
18. Completed with 12 Mo. Airborne TH37 check valve inspection per **SL39**, unit checked good.
19. Completed with 2000 Hr / 84 Mo. fuselage structure inspection by removing interior panels. No defects noted. Installed panels removed for access.
20. Completed with 12 Mo. engine mount attach brackets and hardware inspection, no defects noted.
21. Completed with 600 Hr / 12 Mo. chip detector badge check and chip detector checks OK.
22. Completed with **SB1173B Part II**, reposition of wire harness. Determined SB Part I has previously been accomplished. Repositioned harness per SB Part II instructions.
23. Completed with **SB1193**, nose gear down spring replacement. Replaced down spring p/n: 687-031 with new spring. Cycled gear and performed an emergency extension and no defects noted.
24. Completed with **SB1202**, nose reverse lock-out lever inspection and no defects noted.
25. Completed with **SB1205**, relocation of PV heater ground. Installed new ground wire p/n: 186798-002 per SB maintenance and PV heater ops checks OK.
26. Completed with **SB1208**, lightning diverter inspection and found diverters intact and not painted.
27. Completed with **SB1218**, rudder skin inspection and measurements per SB instructions are within limits.
28. Completed with **SB1230**, nose wheel ground inspection. Previously accomplished at last annual by installing new 40-77G nose wheel.
29. Completed with **SB1234**, Engine oil cooler control valve replacement. Removed valve p/n: MD-2103224, s/n: unrepairable and installed a new valve p/n: 592-712, s/n: 449. Control valve ops and leak checks OK.
30. Completed with **SB1236**, landing gear servicing placard replacement. Renewed all old servicing placards and installed new per SB instructions. Verifies correct revision is installed in POH.

continued

31. Completed work **SB12438**, potential landing gear malfunction. Completed with 538 maintenance (PI 118 and 9) and found to be acceptable. Re-marked pump per 513 (PI 4 9 A 2).
32. Completed with **SB1255**, fuel boost pump wiring reworking by installing kit per 88547-001.
33. Completed with **SB1256**, nose gear torque lock hardware replacement. Installed new bolt per MAS6601DEC, nut per 603-830 and cotter pin per 424-051 per M1 instructions.
34. Completed work **SB1262A**, wing sealant inspection and found a continuous bead of sealant in the affected area of all four butt splices. No further action required.
35. Troubleshoot no carbon heat and found modulating valve frozen. Removed bleed air modulating valve per 342-641 (M1's pin 1300330) and 770 and installed an overhauled valve per 502-641 (M1's pin 1300330) and 1280 from Aviation Systems Inc. (C/358 HD28712K). Removed cabin ramp controller per 602-240 (M1's pin 1300354-13) and 307. Installed serviceable cabin ramp controller per 1300350-13 and 474 from High Performance Aircraft, Inc. (C/358 HPRC699X. Total time on part: 880 A. Performed ops check of system, system tested good.
36. Removed, disassemble, cleaned and inspected left main wheel. Replaced tire per 606 C86-6, and 806504311 and tube per 451-235, with new tire per 606 C86-6, and 43223106 and tube per 451-235 and assembled wheel. Serviced tire with Nitrogen to correct pressure and reinstalled.
37. Replaced drink holder between pilot's and copilot's seats.
38. Inspected fuel tank on right wing lower surface. Found fuel leaking from fuel probe harness on rebound fuel tank. Reinserted right forward wheel bearing and found fuel cell access panel well. Detached and removed access panel. Cleaned old sealant from valve harness and carbon plug and applied new sealant. Inspected access panel and found fuel leaking between panel halves. Installed new panel per 680-291. No fuel wiring and no holes noted. Installed forward wheel farrage.
39. Installed new fuel grounding instruction placard per: 656-239 in the left fuel filler.
40. Adjusted elevator travel and cable tensions to be within MDA specs.
41. Adjusted elevator trim travel to be within MDA specs. Cable tensions: check OK.
42. Replaced 2nd elevator static wick's per D131W with new static wick's center wick and 2nd from left tip.
43. Reattached worn window hinge assembly to window with P41422 MS5 sealant.
44. Adjusted alternator belt tension to be within MDA limits.
45. Adjusted air conditioner compressor belt tension to be within MDA limits.
46. Tightened screws on autopilot control panel harness connector stress relief.
47. Replaced indicator per 451-835 on the flap 81' switch. Replaced flap travel, 81' and 28' switches per MDA.
48. Snap fitted small wick in the left wheel well observe also surface.
49. Snap fitted screen small cracks in the floor panels in the corner bend reflects.
50. Replaced spacer per 008-01100 in the right brake caliper.

Technician(s): P. McCune, L. Steing, H. Eitzen, B. Moore, H. Dodge, D. Morrison, V. Panozo, H. Taha
 I certify that this Aircraft and/or equipment 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. Technician details of the work performed are on file at this office.

Inspector

Kevin Kridley, Sr. C/RSW Zickel/Fairly



Registration No. _____

August 18, 2011
543PI (Type PA46-500T)
S/N 460724
Mfg. # 8218

Authorized Service Center

Mather Aviation LLC
Hayward Executive Airport
FAACRS No. Z4MR560Y
WTR-616052

Certificate No. _____

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

1. Installed air conditioning service cart and recovered (2.75) lb. R134a refrigerant. Serviced system with small amount of R134a refrigerant and Nitrogen and checked for leaks, no leaks noted. Evacuated system and serviced with 2.75 lb. of R134a refrigerant. Performed ops check of system, system checked good.
2. Removed cabin door seal and cleaned old sealant from aircraft. Installed new door seal kit, part 88446-002, per kit instructions.
3. Removed copilot's side panel to access headphone jack. Disconnected headphone wiring plug, cleaned and connected. Headphone ops checked good. Installed side panel.

Technician(s): D. Mowbray, R. Dodge, J. Nething

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: Peter McCloskey
Peter McCloskey for CR# Z4MR560Y

AIRCRAFT LOG

August 11, 2013
 N45FF Piper PA46-500TP
 S/N: 4697241
 Meter: 821.8

Beechcraft
 Authorized Service Center

Mather Aviation LLC
 Hayward Executive Airport
 FAA CRS No: Z4MR560Y
 WOP: 100701

Maintenance

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

1. Removed interior components to access temp controller and max flow controller. Troubleshot temperature control systems and advised Enviro systems of results. Installed components previously removed for access.


Technician(s): D. Mowery, 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: Peter McClure
 Peter McClure for CRS# Z4MR560Y

Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
November 13, 2013 N45FF Piper PA46-500TP S/N: 4697241 Meter: 829.9 AFTT: 829.9	Beechcraft Authorized Service Center Mather Aviation LLC Hayward Executive Airport FAA CRS No: Z4MR560Y WO# 616152	
This is a permanent part of the Aircraft Records. The following inspection, maintenance, repairs or replacements were accomplished.		
<ol style="list-style-type: none"> 1. Removed Mass Flow Controller p/n: 1300360-26, s/n: 144, Flow Sensor Assembly p/n: 1300464-12, s/n: 156 and Flow Control Valve Assembly p/n: 1300490-11, s/n: 326 and sent for repair. Reinstalled same components after overhaul by Enviro Systems, Inc. CRS# BD2R712K. Performed operational check per AMM 21-00-19 and all checks OK except ECS switch works backwards (switch 'Norm' works 'Hi' -- switch 'Hi' works 'Norm'). Removed Mass Flow Controller p/n: 1300360-26, s/n: 144 and sent back to Enviro Systems, Inc. Reinstalled after repair and performed operational check per AMM 21-00-19 and all checks OK. 2. Removed main battery p/n: RG-41, s/n: 40509464 and installed a new battery s/n: 40722107. Performed operational check and no defects noted. Work accomplished per AMM 24-30-00. 3. Secured pin guide on right side aft oxygen generator. Pin now holds hammer against switch to extinguish CAS message. Work accomplished per AMM 35-20-00. 		
Technician(s): R. Tello, 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		

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

1. Completed with Annual Inspection per the Piper Maintenance Manual, Event 01 & 2 Inspection Checklist.
 - 2. Completed with 400 hour / 22 month inspection in the C172D Integrated Flight Deck (ICA) Measure OIC-1 (see C172D and no defects found).
 - 3. Completed engine inspection per Part 2, Whittier AFM right (01) intake, motor, and 100 hour items.
 - 4. Checked ADS through Bivacorb 2016-11 dated May 29, 2016.
 - AD 2015-13-09 amendment 3a, (b) 9c, effective date: 7/7/13. Airbox, circulator, security inspection inspected and found N/A to this rule. Aircard, 166 fuel filter, engine, repaired.
 - AD 2016-01-01 amendment 2e, (8339), effective date: 2/17/16. Inspector of the engine wing skin joint sealant, inspected and found previously completed with per Piper SR 1702A on SR1415 (SR 1702A requires no additional action if the original or a version has already been completed with). No further action required per AD (6).
 - 5. Completed with SR1175B Part 1, 50 Hr. 100hr's, safe cockpit, variable impedance and no defects were noted.
 - 6. Completed with SR 1704, 250 Hr. engine, 100 hr. calculation and found all High Impedance Category 1 wiring 100 hour recalculation not required at this time.
 - 7. Completed with 100 Hr / 12 Mo. 100hr's.
 - 8. Completed with 12 month FAA 91.207 Ad 214, checks. Performance of visual inspection and operational checks not observed OK. Inspected and safe, labeled section to "ADSR" position. Battery capacity okay 2017.
 - 9. Category 1 Wiring, one unit re-identification not required at this time.
 - 10. Completed with 200 hour / 4 month battery (6hr, 644-41 sh, 4172707) capacity check and battery failed at 72.5%. Reformed reconditioning charge, retested and battery passed in 100% capacity. Re-charged battery and reinstalled. Next square check due: 8/7/16 or 10/4/17 Hr's.
 - 11. Completed with 1 month battery compartment inspection, no defects noted.
 - 12. Completed with 1 month fuel endowisher inspection, no defects noted.
 - 13. Completed with 1 month oxygen system inspection, no defects noted.
 - 14. Completed with 1 month hydraulic power pack fluid level check and seal's seal as required.
 - 15. Completed with 12 month engine master valve checked and hydraulic inspection, no defects noted.
 - 16. Completed with 12 month pitot's oxygen tank test per AD14 35, 10-00 and no defects noted.
 - 17. Completed with 12 month emergency power supply capacity test. Replaced PS-821A, present supply, 901-10837 (91 sh, 40121) and sent for test. Reinstalled same power supply after successful test performed by SOL Cal 539/erm. CRSA WATRS 399.
 - 18. Completed with 600 hour / 12 month deep clean the engine, prop, check, and chip detector checks OK.
 - 19. Completed with 400 hour / 24 month fuel gauge system inspection and cleanup. Fuel gauge and fuel filter's noted.
 - 20. Completed with 600 hour / 24 month fuel gauge system inspection and no defects noted.
 - 21. Completed with 400 hour / 24 month fuel gauges and electrical connectors inspection and no defects noted.
 - 22. Completed with 24 month airframe, skin, and no changes were made.
 - 23. Completed with 24 month oxygenator identification and no adjustments needed.
 - 24. Completed with 60 month oxygenator identification and no adjustments needed. Two and replaced oxygenator with 3081, Aero 5, 8500 Fuel 8500. Reinstalled both, seal and cap and had the 2500K strength check 3081 bench test and installed. Had done inspection in 100% for 12 month.
 - 25. Completed with 3081 bench test and installed. Had done inspection in 100% for 12 month.

- 28. Added sealant (PR3425) to areas of crown bonding; you as required for better seal. Performed labor.
- 29. Reconditioned leak check and found to be within limits per AMM 21-38-40.
- 30. Conducted Left Wing static w/d j/n. DDI/A with new w/d. Finalizing checks OK.
- 31. Replaced right main wheel tire bolts, torque and tor. ANS-57A and installed two ANS-35A bolts. Torque and serviced tire and reinstalled.
- 32. Replaced left flap and reinstalled with new hardware. 2nd spacer pin. 83396-005. 2nd spacer pin. 83399-002. 1st spacer pin. NAS1149C0112H and 2nd bolt pin. ANS-17A. Blipped per AMM 27-50-09 and flap ops check OK.
- 33. Replaced rivets for the cabin door seal plate.
- 34. Checked debris from underside wing to fuelage fitting on left and right sides.
- 35. Straightened several wing wires (structure, security and condition) check OK.
- 36. Replaced left and right wing tip air light lenses with new. left pin. 82344-002 and right pin. 82344-002. Wing light ops check OK.
- 37. Replaced engine exhaust post light pin. 572-580 with new. Post light ops check OK.
- 38. Torqued alternate bolt per AMM 24-36-100.

Technician(s): I. Steing, D. Mowery, R. Dodge, R. Telle, D. Viall
 I certify that this Aircraft and/or component has been inspected in accordance with a 14 CFR 91.409(b)(1) Annual Inspection. You determined to be in an airworthy condition and is approved for return to service. Verbose details of the work performed are on file at this facility.

Inspector: *Kevin Kelley*
 Kevin Kelley for CRSA ZAMRS/SHW

Date: 10/29/16
 NASZY Piper PA44-500TTT
 S/N: 4697241
 Meter: 847.7
 AFTI: 341.7

Bechtcraft
 Authorized Service Center
Matter Aviation LLC
 Hayward Executive Airport
 FAA CRS No. 240483600Y
 W/O: 616544, A: 616527

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

- 1. Replaced pinch trim relay pin. K10P-111015-24 with new relay. Electric pinch trim ops check OK.
- 2. Replaced lower cabin door lift cable pin. 89600-005 with new cable. Rigged per AMM 52-10 and cabin door ops checks OK.
- 3. Replaced Pilot's seat shoulder harness trim pin. 89667-013 with new trim. Shoulder harness ops checks OK.

Technician(s): E. Deines, 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.

Inspector: *Kevin Kelley*
 Kevin Kelley for CRSA ZAMRS/SHW

END LOG #1