

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<p>The static pressure system and altimeter instruments were inspected and tested <u>5/4/89</u> to an altitude of <u>26</u> thousand feet and found to comply with FAR 91.171. The ATC transponder was tested and inspected <u>5/4/89</u> and found to comply with FAR 91.172(e). Automatic altitude reporting equipment was tested and calibrated <u>5/4/89</u> in compliance with FAR 91.35 (b). Transponder manufacturer KING</p>	<p>Encoder: Narco AR-500 S/N 15926 TSO C88            Altimeter: United Instruments Inc P/N 5934P10-1 S/N 2B750</p>	
<p><u>5/1/89</u> s/n <u>2277</u>            CRYSTAL SHAMROCK            CRS-3409            Signature: <u>Michael L. Johnson</u>            For CRS-3409            FAA Cert. # <u>CND-3409</u></p>		

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6/14/89 <del>148</del> 148	Brought Forward →			<p>Installed a <u>Williams</u> <u>Model 615TC</u> <u>voice</u> <u>System</u> with an <u>A-23</u> <u>Control</u></p> <p>The <u>Room</u> <u>is</u> <u>a</u> <u>single</u> <u>line</u> <u>system</u> <u>and</u> <u>is</u> <u>not</u> <u>certified</u> <u>for</u> <u>IFR</u> <u>Operations</u> <u>as</u> <u>such</u> <u>is</u> <u>per</u> <u>the</u> <u>good</u> <u>installed</u> <u>a</u> <u>Telex</u> <u>PC-9</u> <u>Intercom</u> <u>System</u> <u>Used</u> <u>in</u> <u>PST</u> <u>Switch</u> <u>and</u> <u>Backs</u> <u>for</u> <u>Head</u> <u>and</u> <u>main</u> <u>seats</u> <u>Installation</u> <u>Completed</u> <u>using</u> <u>Manufacturer</u> <u>instructions</u> <u>and</u> <u>following</u> <u>AC43</u> <u>1P</u> <u>Chapter</u> <u>11</u> <u>sections</u> <u>9, 3, 5, 7</u> <u>and</u> <u>21</u> <u>Chapter</u> <u>24, 3</u> <u>Weight</u> <u>4</u> <u>Pounds</u> <u>and</u> <u>equipment</u> <u>list</u> <u>updated</u> <u>to</u> <u>reflect</u> <u>this</u> <u>installation</u> <u>A</u> <u>PM</u> <u>Form</u> <u>3373</u> <u>Completed</u></p>
<b>MAINTENANCE RELEASE</b>				
<p>The component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at this repair station under Work Order <u>100-2759</u></p>				
<p>Date <u>6/14/89</u> Signed <u>Michael S. [Signature]</u> for CRS 3409 Crystal Shamrock, Inc. 6000 Douglas Drive No., Mpls., MN 55429</p>				
Total To Carry Forward				

Registration No. \_\_\_\_\_

and Remarks

Signature

Certificate No.

11-9-89 Hobbs 1616 Total time 1616 100 Hr inspection JAW  
Piper Service Manual, C/W AD 84-26-02 replacement of  
induction air filters Next Due 2116 Hobbs, replaced vacuum filters  
C/W 5 yr. inspection of O<sub>2</sub> bottle with hydrostatic test,  
replaced nose wheel bearings & races, removed inspection panels  
for, installed owner, supplied Heat Hobbs to be connected at Hunter  
inspection; Due at 2-18-89, patched RH wing boot ops check  
OK; repacked main wheel bearings, retraction test normal &  
emergency checks OK, shampooed interior, replaced interior  
and inspection panels, cleaned fuel screens, Tce-6x applied  
to de-ice boots, 337's & ADs checked thru 11-1-89 ->





Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<p>stands. Replaced nose gear tire. Repacked bearings. Performed gear retraction test - (emergency). AD 90-17-04 due on fuel filter. Checked all components. Serviced Electrical and Hydraulic. I certify that this aircraft was inspected and is determined to be</p>	<p>Mark Kendall</p>	<p>AD-1000000</p>
<p>I certify that this aircraft was determined to be in a</p> <p>AD 90-17-04 9703 11</p>		

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12/4/90	Brought Forward → AP 83-01-03	Totals 1905.6		Wentley Decay Test Chk & Tested OK A+P 476 Paul D. SA
	Wentley decay chk OK -			
	Halt meter installed - C -			- dia at 100 hrs
12-17-90		i	1925.8	changed <sup>(wings)</sup> tires
Total To Carry Forward				

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
5/163		
both right + left brakes -	Mark [unclear]	521926833



# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

The altimeter and encoder tests required by FAR 91.171 have been performed and found to comply with FAR 43 Appendix E Paragraph (b). Altimeter SN 29750 tested to 30000 feet, date Dec 18 1990. Encoder SN 55334 tested to 30000 feet, date Dec 18 1990. The static system tests have been performed and found to comply with FAR 43 Appendix E Paragraph (a) ✓. The ATC transponder tests required by FAR 91.172 have been performed and found to comply with FAR 43 Appendix F. Transponder model K479 SN 1277. The integrated system has been tested and found to comply with FAR 43 Appendix E Paragraph (c) ✓. Details of these inspections are on file at this repair station under work order 111141.

Signed [Signature] date Dec 17 1990

**WAY-POINT AVIONICS, INC - CRS DO4-14**

Total To Carry Forward				

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
4/18/91 Hobbs 2005.0 Removed defective flux detector RMT112. Installed new RMT110. Swung wet compass and HSI using compass rose at Crystal Airport. Installed new compass Correction Card. Ramp checks good.		

**MAINTENANCE RELEASE**

The component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at this repair station under Work Order 51616

Date 4/18/91 Signed Michael J. Collins for C32R103L  
Crystal Shamrock, Inc. 6000 Douglas Drive No., Mpls., MN 55429



Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
wheel - cleaned + inspected. Replaced Mark Vandal AP 50,926333		

## AIRCRAFT LOG

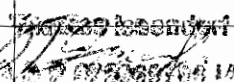
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1-3-92	Brought Forward →	2217.0		Completed 100 hrs. inspection Removed all panels & inspection air 1/A/w Piper Service Manual. Inspections (-14. outed). Completed retraction test - operator satisfactor- at <sup>200</sup> <del>100</del> hrs. (check - obs. time) or 1-94 Installed new pilot Installed new landing light. Cleaned & components for security & operat- and was found to be in an airworth
Total To Carry Forward				

Remarks

Signature

compliance with general checklist.  
Serviced landing gear with oil &  
oil wheel bearings. Installed two brake  
retraction test and emergency gear  
extension test - AD 82-07-03 Next Due  
Maintenance. Installed new Vacuum Air Filters.  
Inspected interior. Checked all cables, pulleys,  
The aircraft has been inspected V/A/w a 100 hr inspection  
Mark Vardal AP 601926533

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →		322	Time 2217 Total Time 2217
				Verify that this aircraft has been inspected in accordance with a current inspection is required to be in an airworthy condition.
				 James Esposito 12-7-2012
<del>Dec 3, 1972</del>	<del>2346</del>			Removed from Airworthy <del>Serial Number 784-648.</del>
Total To Carry Forward				

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-3-92	Brought Forward →	429.5	2233.5	FT Installed New wheel linings on both left
3-23-92			2258.1	FT Complicated with service B that all four attachments attach fittings in between
6-22-92			2287.0	FT Changed left main wheel
11-2-92			2236.8	FT Installed new C ring in left
Total To Carry Forward				



and Remarks	Signature	Certificate No.
brake discs and <u>all</u> new brake and main wheels.	Mark Vandal	AP501926333
stem # 956 from pipes by verifying bolts on each of four main gear retention 98 and 76 inch pounds of torque.	Mark Vandal	AP501926333
tires,	Mark Vandal	AP501926333
main strut & serviced w/ oil (5006) + nitrogen.	Mark Vandal	AP501926333

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
11/20/92	Brought Forward →		2362.8	Removed Propeller Synchronizer repair. Reinstalled computer.
12/3/92	2366		2366	Removed Turn Coordinator Model #13947100-(57), Ser-
Total To Carry Forward				

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<p>(C4362-4, Ser.#2791)            Computer and sent to Hartzell Propeller, Inc. for            Ground test check good. See 337 form</p>	<p>Mark Connel</p>	<p>AP501926333</p>
<p>and installed a rebuilt Turn Coordinator,</p>		

784-648



**KELLEY INSTRUMENTS, INC.**

4131 MAY WICHITA, KS 67209-2838  
 (316) 945-7171 1-800-835-1054

W/O 68779

**CERTIFICATION TAG**

Certified Repair Station No. OP2R065L

Unit Name TURN Cord 12-32V Ser. No. 784-648

Type 1394T100-(5Y) Mfg. EGC

Overhauled By M. J. Insp. By LRJ

Minor Rep./Alt. Work Order No. \_\_\_\_\_

By \_\_\_\_\_ Repairman \_\_\_\_\_

If Not Overhauled Fill Out Below

**THIS UNIT TESTED AND APPROVED FOR FURTHER SERVICE**

By \_\_\_\_\_ Date \_\_\_\_\_

K11-01

SERVICEABLE

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
12-8-92			2369.4	Installed New Concord

The altimeter and encoder tests required by FAR 91.411 have been performed and found to comply with FAR 43 Appendix E Paragraph (b). Altimeter SN 26750 tested to 35,000 feet, date 1 / 18 / 93. Encoder SN 56334 tested to 25,000' feet, date 1 / 18 / 93. The static system tests have been performed and found to comply with FAR 43 Appendix E. Paragraph (a) OK. The ATC transponder tests required by FAR 91.413 have been performed and found to comply with FAR 43 Appendix F. Transponder model KT-79 SN 1277. The integrated system has been tested and found to comply with FAR 43 Appendix E Paragraph (c) OK. Details of these inspections are on file at this repair station under work order 16970.

Signed [Signature] date 1 / 18 / 93

**WAY-POINT AVIONICS, INC - CRS PS5R130N**

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<i>Battery CB12-11 (35A)</i>	<i>Mark J. Dal</i>	<i>AP591926333</i>

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
1/26/93			2378.1	Completed a 100 hr. inspection manual. Removed all pins and serviced with B606 hydraulic. Test is satisfactory. Filled Hqcl. and lubricated landing gear. filters. Installed New ELT Br. cabin door & cargo door lights electrical equipment. Cleaned other applicable AOs up to this date. occasional with a 100 airworthy condition.
Total To Carry Forward				

and Remarks	Signature	Certificate
<p>in accordance with Piper PA34-220T maintenance 1. Installed new "O" rings on all landing gear oil + nitrogen. Retraction &amp; emergency retraction air pump reservoir. Repacked all wheel bearings, cleaned fuel filters. Installed new vacuum 1. ay - next due = Feb. 1995. Installed new 5A fuse for <del>re</del>attached door snubber seal. Checked all belly and interior. Complied w/ AD 92-08-01 and I certify that this aircraft was inspected in my inspection and was found to be in an Mark Jondal AP 921926333</p>		

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		1269.3	2378	2378
				has been inspected with a <u>visual</u> inspection by <u>CCP</u> and found to be in an airworthy condition.
			Thomas Issendorf	
10/7/93			2488.8	Repaired Rh wing a Bat meter A+P 4798890
Total To Carry Forward				



DATE: 9-2-93

HOBBS TIME: <sup>3499</sup>2999.0

N4293X

and Remarks

REPLACED PNEUMATIC DEICERS ON BOTH WING AND TAIL WITH NEW PARTS.

P/N'S: 25S-7D5036-03 25S-7D5036-05 25S-7D5036-08  
25S-7D5036-04 25S-7D5036-07

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN INSPECTED AND APPROVED FOR RETURN TO SERVICE. DATE: 9-2-93

INSPECTOR SIGNED: *Benjamin Bell*  
B.F. GOODRICH AIRCRAFT SERVICE CTR.  
AKRON CANTON REGIONAL AIRPORT  
REPAIR STATION #NZ1R368K

W.O. # 4023  
(216) 784-5477

Described on 337 form dated 10/7/93

NOTE: - WING DAMAGED BY DEER CRASH  
7/29/93 - INITIAL REPAIR 8/24/93 - W/O PAINT  
THEN BOOTS INSTALLED PER ABOVE - THEN  
WING FINALIZED AND PAINTED 10/7/93 -  
10/10/93 - Tom Sparrow, Pilot

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2/3/94	Brought Forward →	2578	Hubbs	Total time
	Performed routine maintenance and lubrication per PA34-200T Serv. Man			
	c/w <sup>AD</sup> 93-24-14 para (a) replace AN7-35 bolt with new. Due 3078			
	c/w AD 82-07-03 para (a) (e) 100 HR insp. Heater Hubbs 351 Due 451			
	c/w SB's 856, 884, 956 Due 2678			
	Replaced Gyro air filter p/n D9-18-1 + Vac. Relief filters B3-5-1			
	Replaced upper <del>NLG</del> torque link bushings p/n 452-448 + upper and lower bolts p/n 402-344. Serv. cab and charge nose strut			
	Replaced Nose wheel bearings + race			
	Replaced taxi lite + red nav. lite			
Total To Carry Forward				<p>Certify that this <u>Aircraft</u> has been thoroughly inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p><i>Norman Larson</i> Apr 972083002 TA</p>

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<p>6/22/94 2656 Hobbs.</p> <p>Removed dual tach for overhaul</p>		<p>FAR (B) 108</p>
<p>Reinstalled OH dual tach p/w AM 305 s/w 2037</p> <p>OH by BF Goodwin - Castleberry Yellowing dated 6/21/94</p> <p>Northman Lason A-10472728602TA</p>		

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-20-95	Brought Forward →	2744	2744	
Performed routine maintenance and lubrications per PA 31-2355 Sec. Manual				
C/o AD 78-09-07R3 per para b, c, d, & 513 5940 (see engine logs)				
AD 94-13-11 NA by S/N AD 93-10-02 NA by S/N				
Replaced panel light rheostat and pilot overhead life rheostat				
Replaced ex. pipe tie rod brackets, bushings and bolts				
Installed new brake discs, all new brake pads and replaced springs on brake packs, bled brakes.				
Replaced vac. relief filters.				
Replaced EGT Watt One 3/17				
Total To Carry Forward				<p>I Certify that this Aircraft has been thoroughly inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p><u>William Fournier</u> ADP 47228866 DA</p>

Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<p>2/24/95 HOBBS 2745:00</p>	<p>I certify that the altimeter and static system tests required by FAR Part 91.411 and FAR Part 43 Appendix E Paragraph (a), (b) have been performed. The altimeter was tested to 33,000 feet on 2/24/95. See maintenance release rear of logbook. The static system was tested on 2/24/95.</p> <p>Signature <i>Thomas C. Johnson</i></p>	<p>WO 20252</p>
<p>2/24/95 Hobbs 2745:00</p>	<p>DAKOTA AERO TECH, INC. Repair Station PR5R129N Hector Field FARGO, NORTH DAKOTA 58102</p> <p>KT79 S/N 1277</p> <p>The transponder model AR850, S/N 56334 was tested and found to comply with FAR Part 91.413 and FAR Part 43 Appendix F. The encoder model 30,000 was tested to 30,000 feet and found to comply with FAR Part 91.411 and FAR Part 43 Appendix E Paragraph (a). The integrated system has been tested, as applicable, and found to comply with FAR Part 43 Appendix E Paragraph (a).</p> <p>WO# A6527 DATE 2/24/95 SIGNATURE <i>Thom D. Johnson</i> CERT. 2460052</p> <p>Authorized Signature for DAKOTA AERO TECH, INC. Avionics Department CFS Field 129N</p>	<p>2460052</p>

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6-27-95	Brought Forward →	2857	Hobbs	505 Heater Hobbs
c/w AD	82-07-03	para (a) (e)	100	HR heater-decom insp. Due 605
Installed	Cabin door snubber seal p/n 36722-04.			
				Walter Jenson A0447208602IA
Total To Carry Forward				

ELITE AIR CENTER

PIPER PA-34-220T 4293X 8333043 3-26-96 3032.5 HRS AIRFRAME

\*COMPLETED A ROUTINE ANNUAL INSPECTION THIS DATE USING PIPER GUIDE  
TOTAL TIME IS 3032.5 HRS

\*COMPLETED ALL SERVICE ITEMS AS PER INSPECTION GUIDE, LUBED A/C

\*REPAIRED INBD STALL HEAT VANE BY REPAIRING GROUND WIRE, OPS CHKD

\*REPAIRED PILOTS INSTRUMENT LIGHT RHEOSTAT W/NEW PN 95226-3 CK OK

\*RIGGED THE AILERON, ELEVATOR, RUDDER, ELEV TRIM CONTROL SYSTEMS

ALL TRAVELS CHECKED ALL TENSIONS ACHIEVED AND ALL ITEMS SAFTIED

\*RESEALED RT MN GEAR STRUT, SVCD W/OIL & AIR, ADJUSTED STRUT EXTN

\*R&R ALL GEAR WELL LOCATED FLEXIBLE OIL HOSES W/NEW UNITS

FABRICATED OF NEW AEROQUIP HOSE AND PRESSURE CHKD,

\*R&R ALL LOOSE RIVETS W/NEW OVERSIZED RIVETS IN THE RT FLAP LOWER  
SKIN AND BOTH ENGINE HEATSHIELDS

\*INSPECTED THE ELT AS PER AC 91.44, NO DEFECTS NEW DATE 3/97

\*R&R O2 BOTTLE AFTER HYDROSTATIC CHECK, INSTLD AND SVCD TO 1400

PSI, NEXT DUE STATIC CHECK 3/2001, NO LEAKS NOTED, REPLACED OLD

STYLE FILL VALVE W/NEW UNIT AND SECURED USING EXISTING HARDWARE

\*R&R BOTH FWD AFT FLAP ACTUATOR ROD ENDS RT SIDE AND RIGGED, R&R

FWD BOLT LT SIDE WITH NEW, CHKD RIGGING AND LUBED

\*R&R VACUUM SYSTEM REGULATOR FILTERS W/NEW B3-5-1 AND CENTRAL

AIR FILTER W/NEW D9-14-7 UNIT NEXT DUE 3532.5 HRS

\*R&R MN GR OTBD GR DOORS, REPLACED HINGE PIN WITH NEW AND

TIGHTENED SEGMENTS, REPAIRED LT DOOR AT OLD PATCH, RIGGED UPON

INSTALLATION, ALL CLEARANCES OBTAINED

\*CONTINUED NEXT PAGE.....

SIGNED: \_\_\_\_\_

CERTIFICATE NO: \_\_\_\_\_

## AIRCRAFT LOG

## ELITE AIR CENTER

PIPER PA34-220T 4293X 8333043 3-26-96 3032.5 HRS AIRFRAME

- \*CONTINUED FROM PREVIOUS PAGE.....
- \*R&R KNS-80 MEMORY BATTERIES W/NEW UNITS OPS CHKD NORMAL
- \*R&R FLAP HANDLE CABLE ATTACH CLEVIS W/NEW UNIT, NEXT DUE 3532.5
- \*INSPECTED THE FIRE EXTINGUISHER AS PER CFR-49, NEXT DUE 3/97
- \*REPAIRED MISSING GROMMETS AT STABILATOR DEICE BOOT FEED THRU IN NOSE RIB OF EACH SIDE
- \*C/W REPETATIVE PORTION OF AD NOTE 92-08-04, NO DEFECTS NEXT DUE AT 3532.5 HRS, C/W REPETATIVE PORTION OF AD NOTE 82-07-03 JANITROL HTR (E), NO DEFECTS NEXT DUE 3/98 OR 704.8 HRS HEATER HOBBS, C/W REPETATIVE PORTION OF SB 856 AND 884 AND NO DEFECTS NOTED, DUE NEXT ANNUAL 3-97. SEE AIRCRAFT FILE FOR COMPLETE AD NOTE LISTING AND FOR COMPLIANCE AD NOTE 93-24-14 DUE AT 3078.0 HRS
- \*INSTALLED NUMEROUS MISSING PLACARDS AS REQUIRED W/NEW LIKE UNITS
- \*PERFORMED GEAR SWING, FLUSHED AND REPLENISHED LDG GR RESOVOIR, GREASED THE GEAR AND OPS CHK RETRACTION SYSTEM INCLUDING EMERG EXTENSION SYSTEM ALL SYSTEMS FOUND NORMAL.
- \*INSTALLED NEW BRACKET AIRFILTERS I/A/W STC SA693CE, NEGL WT CHG REVISED THE EQUIPMENT LIST TO REFLECT THE ABOVE.
- \*AIRCRAFT PREFLIGHTED AND APPROVED FOR RETURN TO SERVICE
- \*I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED I/A/W A ANNUAL INSPECTION AND IS AIRWORTHY FOR CONTINUED SERVICE
- \*NOTHING FOLLOWS.....

SIGNED:



CERTIFICATE NO:

292787222 APH



and Remarks

Signature

**ELITE AIR CENTER**

PIPER PA34-220T 4293X 8333043 5-22-96 3068.8 HRS AIRFRAME

\*REPAIRED BROKEN PROP HEAT LEAD ON LT PROP, OPS CHECKED  
SATISFACTORY

SIGNED:

*Robert A. Payne*

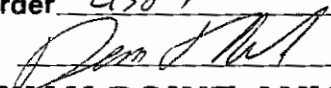
CERTIFICATE NO:

*AEP 415985758*

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

The altimeter and encoder tests required by FAR 91.411 have been performed and found to comply with FAR 43 Appendix E Paragraph (b). Altimeter SN 28750 tested to 35,000 feet, date 10/16/96. Encoder SN 56334 tested to 25,000 feet, date 10/16/96. The static system tests have been performed and found to comply with FAR 43 Appendix E. Paragraph (a) OK. The ATC transponder tests required by FAR 91.413 have been performed and found to comply with FAR 43 Appendix F. Transponder model KT-79 SN 1277. The integrated system has been tested and found to comply with FAR 43 Appendix E Paragraph (c) OK. Details of these inspections are on file at this repair station under work order 21387.

Signed



date

10/16/96

**WAY-POINT AVIONICS, INC - CRS PS5R130N**

Total To Forward				

Removed Apollo 618 loran and bottom mount ant. Installed KLN89B (TSO C129 A1), KA92 ant (TSO C129) and MD41-524 ACU (TSO C129) with existing HSI and wired to existing encoder. Wired to KMA24 for optional altitude alert. Installation done per mfg installation manuals, AC43.13-2A & AC20-138. See 337 for details. Used existing cooling fan for KLN89B cooling requirements. Tested integrated system OK per FAR 43 App E. See WO#21387. CW FAR 23.1301. This is a follow on to STC SA00244WI-D. Test flight evaluation dated 10-17-96 found KLN89B to meet accuracy requirements of AC20-138 and therefore having met the requirements of AC20-138 the KLN89B in this aircraft is certified for IFR enroute, terminal, and non-precision approach (except localizer). Approval basis in accordance with AC20-138 is for supplemental navigation. Weight & balance amended, operators handbook provided and approved flight manual supplement provided.

**The airframe, or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair/alteration are on file at this repair station under work order 21409**

TT \_\_\_\_\_ Date 10-17-96 Signature *[Signature]*

**WAY-POINT AVIONICS, INC. - PS5R130N**

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
11-3-96	Brought Forward →	Hobbs 3174	CW AD 93-0414	nose gear
11-3-96	replaced Mex Dye	3674	AP470803505	Page 01
1-17-97	Hobbs 3210.4		Replaced transistor P/N 489-400 for Dimmer switch	Panel light AP 502602237 David Miller
2-21-97.	HOBBS 3239.6		Removed defective K6102A SIN 25649 installed overhauled exchange K6102A SIN 29181 system test OK	David Miller WAY-POINT AVIONICS P55R130N
Total To Carry Forward				

**ELITE AIR CENTER**

PIPER PA-34-220T 4293X 8333043 4-15-97 3273.0 HRS AIRFRAME

\*COMPLETED A ROUTINE ANNUAL INSPECTION THIS DATE USING PIPER GUIDE  
TOTAL TIME IS 3273.0 HRS

\*COMPLETED ALL SERVICE ITEMS AS PER INSPECTION GUIDE, LUBED A/C

\*COMPLIED W/AD 96-20-07. INSTALLED AIR SWITCH P/N 94E42-2. PERFORMED  
PDT TEST. HEATER HOBBS: 733.9.

\*R&R ELT BATTERY W/NEW P/N 00-10-009, NEXT DUE 3/99. INSPECTED THE  
ELT AS PER AC 91.44, NO DEFECTS NOTED.

\*TIGHTENED AND SAFTIED LT FLAP RODEND BOLT & REPLACED 2 RIVETS.

\*AIRCRAFT PREFLIGHTED AND APPROVED FOR RETURN TO SERVICE

\*I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED I/A/W THE SCOPE AND  
DETAIL OF FAR 43 APPENDIX D AND IS AIRWORTHY FOR RETURN TO  
SERVICE.

SIGNED:



CERTIFICATE NO:

445985758 JA

# AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Ⓐ	Brought Forward →			
5-2-98	Hobbs 3459			Installed new G35 battery, set regulator
	Replaced Tack with Robert H Tack,			ELT Due 4/99
AD OK	True this Date			I certify that this aircraft has been inspected in accordance with an 100 Hr annual inspection and was determined to be in an airworthy condition.  AP47080357A Loggins
Total To Carry Forward				

The altimeter and encoder tests required by CFR 14 Part 91.411 have been performed and found to comply with CFR 14 Part 43 Appendix E Paragraph(b). Altimeter S/N 28750 tested to 35,000 feet, date 10/8/98. Encoder S/N 56334 tested to 30,000 feet, date 10/8/98. The Static system tests have been performed and found to comply with CFR 14 Part 43 Appendix E, paragraph (a) 2. The ATC transponder tests required by CFR 14 Part 91.413 have been performed and found to comply with CFR 14 Part 43 Appendix F. Transponder model KT79 S/N 1277. The integrated system has been tested and found to comply with Part 43 Appendix E Paragraph (c). Details of these inspections are on file at this repair station under Work Order Number 1617.

Signed Dianna date OCT 18 1998

**Way-Point Avionics Inc. CRS PS5D130N**