

THE  
**adlog**<sup>TM</sup>

AIRCRAFT  
MAINTENANCE  
RECORDKEEPING  
SYSTEM

**AIRFRAME  
MAINTENANCE  
RECORDS**

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<b>TOTAL</b> brought forward from previous page
			<p>RIVERSIDE AVIATION 8735 SOUTH AIRPORT WAY TULSA, OK 74132</p> <p style="text-align: center;">AIRFRAME LOG BOOK ENTRY 13 JUNE 2023</p> <p style="text-align: right;"><b>RIVERSIDE</b> AVIATION</p> <p><b>N27682 NAVAJO MODEL PA31-350 SN: 31-7852105 ACFT TT: 11,070.8 ACFT HOBBS: 3369.0</b>  <b>LEFT LYCOMING TIO-540-J28D SN: L-11253-61A ENG TSN: 3611.4 ENG TSMOH: 1615.2</b>  <b>RIGHT LYCOMING LTIO-540-J28D SN: L-2610-68A ENG TSN: 8668.4 ENG TSMOH: 889.4</b>  COMPLETED ANNUAL INSPECTION USING PIPER AIRCRAFT PA31-350 NAVAJO ANNUAL/100 HOUR INSPECTION CHECKLIST DATED 12/30/1994 AS A GUIDE.</p> <p>PERFORMED AIRWORTHINESS DIRECTIVE SEARCH USING AVANTEX DISC 2023-10.  COMPLIED WITH AD 82-27-13 R2, FLAP EXTENSION SYSTEM INSPECTION, TRANSMISSION FREE PLAY, PER SB494B, NO FAULT FOUND. NEXT INSPECTION DUE 3469.0 ACFT HOBBS.  COMPLIED WITH AD 2003-24-07, RUDDER TORQUE TUBE AND RIB INSPECTION, BY VISUAL INSPECTION, NO CORROSION FOUND. NEXT INSPECTION DUE 6/2024.  COMPLIED WITH AD 2013-10-4C, ENGINE EXHAUST SYSTEM INTEGRITY INSPECTION, BY VISUAL INSPECTION, NO FAULT FOUND. NEXT INSPECTION DUE 3469.0 ACFT HOBBS.  FOUND ALL OTHER AD'S PREVIOUSLY COMPLIED WITH OR NOT APPLICABLE.  PERFORMED 12 MONTH CABIN HEAT AND AIR DUCT INSPECTION, NEXT DUE 6/2024.  PERFORMED 12 MONTH ELT OPERATION CHECK, NEXT DUE 6/2024, NEXT ELT BATTERY REPLACEMENT DUE 09/2025.  PERFORMED 12 MONTH SEAT BELT AND SHOULDER HARNESS INSPECTIONS, NE DEFECTS NOTED. NEXT INSPECTION DUE 06/2024.  PERFORMED 12 MONTH MAIN WING SPAR CAP INSPECTION, NO DEFECTS NOTED. NEXT INSPECTION DUE 06/2024.  PERFORMED 12 MONTH BATTERY CAPACITY CHECK ON BOTH BATTERIES, BOTH PASSED. NEXT TEST DUE 06/2024.  PERFORMED 12 MONTH FIRE EXTINGUISHER INSPECTION, NEXT INSPECTION DUE 06/2024.  PERFORMED 12 MONTH HYDRAULIC FILTER REPLACEMENT BY INSTALLING NEW FILTERS AN6235-1A, NEXT REPLACEMENT DUE 06/2024.  PERFORMED 100 HOUR AND 300 HOUR AIRCRAFT LUBE REQUIREMENTS.  PERFORMED 100 HOUR REPLACEMENT OF AIR PUMP INLET SCREEN FILTERS, NEXT REPLACEMENT DUE AT 3469.0 ACFT HOBBS.  PERFORMED 100 HOUR INSPECTION OF WING SPICE PLATE AND SPAR, NEXT INSPECTION DUE AT 3469.0 ACFT HOBBS.  PERFORMED 100 HOUR INSPECTION OF FUEL SELECTOR CABLES, NEXT INSPECTION DUE AT 3469.0 ACFT HOBBS.  PERFORMED 100 HOUR INSPECTION OF AILERON SPROCKET AND CHAIN, NEXT INSPECTION DUE AT 3469.0 ACFT HOBBS.  PERFORMED 100 HOUR INSPECTION OF FLAP FLEXIBLE SHAFTS, NEXT INSPECTION DUE AT 3469.0 ACFT HOBBS.  PERFORMED 100 HOUR INSPECTION AND FREE PLAY OF FLAP TRANSMISSION, NEXT INSPECTION DUE AT 3469.0 ACFT HOBBS.  PERFORMED 1800 HOUR OVERHAUL OF LEFT HYDRAULIC PUMP BY INSTALLING OVERHAULED PUMP 1213HBG310ACJ SN# 2553.  ALL FLIGHT CONTROL RIGGING CHECKS PERFORMED PER MAINTENANCE MANUAL.  ALL LANDING GEAR CHECKS PERFORMED PER MAINTENANCE MANUAL. REMOVED ALL WHEEL ASSEMBLIES, CLEANED, AND REPACKED ALL WHEEL BEARINGS. INSPECTED ALL BRAKE LININGS AND CALIPERS.  INSTALLED NEW VG ON LEFT WING.  INSTALLED 2 NEW PIPER COWLING FASTENERS PART NUMBER 201AA-2 TO LEFT ENGINE COWLING.  REMOVED AND REPLACED AFT UPPER TAIL BEACON BULB WITH NEW.  REMOVED AND REPLACED RIGHT ENGINE THROTTLE CONTROL CABLE BALL JOINT WITH NEW PART NUMBER C100102.  REMOVED AND REPLACED RIGHT ENGINE EXHAUST TUBES ATTACHED TO WASTEGATE AND TRANSITION TUBES THAT CONNECT TO EXHAUST MANIFOLDS WITH NEW.  I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p style="text-align: center;"><i>David R. Landreth</i>  DAVID R. LANDRETH 002651512 IA</p>

10/13/2023, Hobbs 3385.8, Total Time 11,087.6, Heater Hobbs 750.6

N27682 Airframe Log Entry

- CW AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A Part II. The operational check was good. No defects were noted. Could not find required specified flight manual supplement in the AFM. Printed page 11 of MSB 1194A and inserted to AFM. Next inspection is due at 3485.8 Hobbs and life limited parts replacement next due at 3730.8 Hobbs.

*William Dorothy*  
William Dorothy A&P 3504028 IA

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ABS Avionics, Inc. CRS#485R359D  
4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 5/10/2022  
W/O#: 1250

### Logbook Entry

Registration: N27682      Make/Model: Piper PA-31-350      S/N: 31-7852105

Removed Century Flight Systems autopilot computer P/N 1D757 s/n 3233 and roll servo P/N 1C927-847 s/n 436. Each unit was repaired by Autopilots Central and reinstalled and ground tested for correct performance. All test appear normal.

MING WORK

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.


Signed:       Date: 5/10/2022

Summit Aviation LLC    2440 SW Aviation St.    Bentonville, AR 72712

**7/7/2022, Hobbs 3277.0, Total Time 10978.8**


**N27682 Airframe Log Entry**

- Ran aircraft to test air conditioning pressures. No pressures were noted. Troubleshot air conditioning system and found evaporator dirty, cleaned evaporator. Vacuumed air conditioning system, vacuum tests were good. Serviced system with 3.3 lbs. of R-134a freon and 6.6 oz of PAG 46 oil. Found pressure fittings leaking. Recovered system service. Installed New pressure fitting adapters and valve cores. Re-serviced system with freon. Operational and leak checks were good.

Travis Reynolds A&P 3731240 


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William

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<b>TOTAL</b> brought forward from previous page			
			<p>RIVERSIDE AVIATION 8735 SOUTH AIRPORT WAY TULSA, OK 74132</p> <p style="text-align: center;"><b>AIRFRAME LOG BOOK ENTRY</b> <b>1 MAY 2022</b></p> <p style="text-align: right;"><b>RIVERSIDE AVIATION</b></p> <p><b>N27682 NAVAJO MODEL PA31-350 SN: 31-7852105 ACFT TT: 10,962.6 ACFT HOBBS: 3260.8</b>  <b>LEFT LYCOMING TIO-540-J2BD SN: L-11253-61A ENG TSN: 3503.2 ENG TSMOH: 1507.0</b>  <b>RIGHT LYCOMING LTIO-540-J2BD SN: L-2610-68A ENG TSN: 8560.6 ENG TSMOH: 781.2</b></p> <p>COMPLETED ANNUAL INSPECTION USING PIPER AIRCRAFT PA31-350 NAVAJO ANNUAL/100 HOUR INSPECTION CHECKLIST DATED 12/30/1994 AS A GUIDE.</p> <p>PERFORMED AIRWORTHINESS DIRECTIVE SEARCH USING AVANTEX DISC 2022-08.</p> <p>COMPLIED WITH AD 82-27-13 R2, FLAP EXTENSION SYSTEM INSPECTION, TRANSMISSION FREE PLAY, PER SB494B, NO FAULT FOUND. NEXT INSPECTION DUE 3360.8 ACFT HOBBS.</p> <p>COMPLIED WITH AD 2003-24-07, RUDDER TORQUE TUBE AND RIB INSPECTION, BY VISUAL INSPECTION, NO CORROSION FOUND. NEXT INSPECTION DUE 05/2023.</p> <p>COMPLIED WITH AD 2013-10-4C, ENGINE EXHAUST SYSTEM INTEGRITY INSPECTION, BY VISUAL INSPECTION, NO FAULT FOUND. NEXT INSPECTION DUE 3310.8 ACFT HOBBS.</p> <p>FOUND ALL OTHER AD'S PREVIOUSLY COMPLIED WITH OR NOT APPLICABLE.</p> <p>PERFORMED 12 MONTH CABIN HEAT AND AIR DUCT INSPECTION, NEXT DUE 05/2023.</p> <p>PERFORMED 12 MONTH ELT OPERATION CHECK, NEXT DUE 02/2021. NEXT ELT BATTERY REPLACEMENT DUE 09/2025.</p> <p>PERFORMED 12 MONTH SEAT BELT AND SHOULDER HARNESS INSPECTIONS, NE DEFECTS NOTED. NEXT INSPECTION DUE 05/2023.</p> <p>PERFORMED 12 MONTH MAIN WING SPAR CAP INSPECTION, NO DEFECTS NOTED. NEXT INSPECTION DUE 05/2023.</p> <p>PERFORMED 12 MONTH BATTERY CAPACITY CHECK ON BOTH BATTERIES, BOTH PASSED. NEXT TEST DUE 05/2023.</p> <p>PERFORMED 12 MONTH FIRE EXTINGUISHER INSPECTION, NEXT INSPECTION DUE 05/2023.</p> <p>PERFORMED 12 MONTH HYDRAULIC FILTER REPLACEMENT BY INSTALLING NEW FILTERS AN6235-1A, NEXT REPLACEMENT DUE 05/2023.</p> <p>PERFORMED 100 HOUR AND 300 HOUR AIRCRAFT LUBE REQUIREMENTS.</p> <p>PERFORMED 100 HOUR REPLACEMENT OF AIR PUMP INLET SCREEN FILTERS, NEXT REPLACEMENT DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 100 HOUR INSPECTION OF WING SPICE PLATE AND SPAR, NEXT INSPECTION DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 100 HOUR INSPECTION OF FUEL SELECTOR CABLES, NEXT INSPECTION DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 100 HOUR INSPECTION OF AILERON SPROCKET AND CHAIN, NEXT INSPECTION DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 100 HOUR INSPECTION OF FLAP FLEXIBLE SHAFTS, NEXT INSPECTION DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 100 HOUR INSPECTION AND FREE PLAY OF FLAP TRANSMISSION, NEXT INSPECTION DUE AT 3360.8 ACFT HOBBS.</p> <p>PERFORMED 3 YEAR REPLACEMENT OF BOTH ENGINES INDUCTION AIR FILTERS BY INSTALLING NEW FILTER PART NUMBER P10-6590, NEXT REPLACEMENT DUE 05/2025.</p> <p>PERFORMED 5 YEAR REPLACEMENT OF BOTH ENGINE PNEUMATIC HOSES, NEXT REPLACEMENT DUE 05/2027.</p> <p>PERFORMED 5 YEAR INSPECTION OF FUSELAGE AND WING FLUID LINES, NEXT INSPECTION DUE 05/2027.</p> <p>ALL FLIGHT CONTROL RIGGING CHECKS PERFORMED PER MAINTENANCE MANUAL.</p> <p>ALL LANDING GEAR CHECKS PERFORMED PER MAINTENANCE MANUAL.</p> <p>REMOVED AND REPLACED RIGHT INNER GEAR DOOR HYDRAULIC ACTUATOR WITH NEWLY OVERHAULED UNIT PART NUMBER WTC2114-1 SERIAL NUMBER WTC3409. SERVICED AND BLED ENTIRE HYDRAULIC SYSTEM.</p> <p>REMOVED, DISASSEMBLED, CLEANED, INSPECTED, AND REPLACED ALL O-RINGS IN LEFT AND RIGHT BRAKE CALIPERS.</p> <p>REMOVED AND REPLACED RIGHT MAIN GEAR TIRE WITH NEW GOODYEAR FLIGHT CUSTOM III TIRE PART NUMBER 650C06-3.</p> <p>REMOVED, DISASSEMBLED, SERVICED, AND REINSTALLED NOSE WHEEL SHIMMY DAMPNER.</p> <p>REMOVED AND REPLACED BOTH ENGINES DRAIN BACK ALUMINUM TUBES THAT PASS THROUGH THE LOWER COWLINGS.</p> <p>REMOVED, HAD TESTED AND INSPECTED, AND REINSTALLED ELEVATOR PITCH SERVO.</p> <p>REMOVED AND REPLACED LEFT ENGINE INDUCTION INLET TUBE AND ALTERNATE AIRDOOR ASSEMBLY WITH NEW COMPLETE UNIT PART NUMBER 54916-02PN2.</p> <p>REMOVED, DISASSEMBLED, REPLACED PARTS, REASSEMBLED AND REINSTALLED RIGHT ENGINE INDUCTION INLET TUBE AND ALTERNATE AIRDOOR ASSEMBLY.</p> <p>REPAIRED AND LUBRICATED BOTH ALTERNATE AIRDOOR ACTUATOR CABLES.</p> <p>I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p> DAVID R. LANDRETH A&amp;P 2651512 IA</p>
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2/9/2021, Hobbs 3119.4, Total Time 10,821.2, Heater Hobbs 677.3N27682 Airframe Log Entry

- Performed Annual/100-hour inspection I/A/W FAR 43 App. D. All work was performed I/A/W Piper PA31-350 Maintenance Manual.
- Checked ADs through ATP revision dated 2/9/2021. See AD compliance report for recurring times.
- C/W AD 82-27-13 R2 by performing free play inspection of flap transmission I.A.W Piper service bulletin No. 494B. No defects noted. Next inspection due at 3219.4 Hobbs.
- C/W AD 2003-24-07 by visual inspection of rudder tube for corrosion per paragraph (e)(2) 12-month inspection I/A/W SB# 1105A, no defects or corrosion noted, next due in Feb. 2022.
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 3219.4 Hobbs and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection both engines by visual inspection as outlined in AD text. No defects noted. Next inspection due at 3179.4 Hobbs or July 2021.
- C/W AD 2015-19-07 by inspection of fuel injection lines both engines I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects were noted, and all required clamps are in place. Next inspection due at 3219.4 Hobbs.
- Replaced left tire and tube W/New Goodyear FCIII 6.50x10 10Ply Tire P/N 650C06-3, S/N 52882265, and New Michelin Tube P/N 092-344-0. Torqued wheel bolts to 90 Inch LBS and serviced to 66 PSI. Reinstalled to aircraft. Leak checks were good.
- Troubleshooting of IN-OP propeller deice system found right propeller spinner has chafed wiring. Left propeller deice operational checks were good. Repaired chafed wires for right deice boots. Operational checks failed due to broken deice brush. Replaced all 3 deice brushes W/New (3 each) P/N RA1543-1 and cleaned slip ring. Operational checks were good.
- Replaced main aircraft battery W/New Concorde P/N RG24-20, S/N 41103150. Operational checks were good.
- Replaced nose gear torque link center pivot bolt W/New P/N AN4-12A.
- First operational check of flaps failed and smoked flap drive motor. Troubleshooting found right flap drive cable seized and damaged flap drive motor. Replaced flap drive motor W/Serviceable unit provided by owner. Replaced left and right flap drive flex cable assemblies W/New (2 each) P/N 486-597. Riggs flap system I/A/W Piper PA31-350 Maintenance manual page 1J11, 5-68 and SB739. Operational checks were good.
- Replaced instrument air filters W/New (2 each) P/Ns AA2J4-6.
- Removed, inspected, and replaced right and left hydraulic system filters W/New (2 each) P/N AN6235-1A. Installed each W/New P/N MS28775-216 O-ring. Leak checks were good. Inspection of old filters noted no contaminants.
- Removed right inboard gear door actuator, replaced shaft seal W/New P/N 762-550 and reassembled W/New O-ring P/N MS28775-018. Serviced hydraulic power pack W/MIL-H-5606 fluid and performed several successful gear cycles. Leak and operational checks were good.
- Replaced right and left wing landing light lenses W/New (1 each) P/Ns 66000-7 Left and 66000-8 Right. Fitted, drilled, and sealed each W/White silicone.
- Serviced brake reservoir W/MIL-H-5606 fluid.
- I certify that this Aircraft was inspected I/A/W a 100 Hour/Annual Inspection and was determined to be in Airworthy Condition.

*William Dorothy*  
William Dorothy A&P 3504028 IA

AIRFRAME N#:N27682 S/N #: 31-7852105 HOBBS: 3142.83 DATE: 3/02/21

ALL WORK PERFORMED PER PIPER PA 31-350 M/M. JACKED AIRCRAFT. SWUNG GEAR. GEAR INOP. TROUBLESHOT SYSTEM. FOUND RT MAIN INNER GEAR DOOR ACTUATOR LEAKING. REMOVED OLD ACTUATOR PT# WTC2114-1 SN# 2225. REPLACED WITH **SERVICABLE ACTUATOR** PT#WTC2114 SN#7387. SWUNG GEAR. OPS CHECKED GOOD. NO OTHER DISCREPANCIES FOUND AT THIS TIME. REMOVED FROM JACKS. RETURNED AIRCRAFT TO SERVICE PER WORK PERFORMED THIS DATE.-----END-----

HENRY JAY NIGHTINGALE  
A&P 3732819

*Henry Jay Nightingale*

RIVERSIDE AVIATION  
8735 SOUTH AIRPORT WAY  
TULSA OK, 74132

AIRFRAME LOG BOOK ENTRY  
4 APRIL 2022

**RIVERSIDE**  
AVIATION

N27682 NAVAJO MODEL PA31-350 SN: 31-7852105 ACFT TT: 10,962.6 ACFT HOBBS: 3260.8  
LEFT LYCOMING T10-540-J2BD SN: L-11253-61A ENG TSN: 3503.2 ENG TSMOH: 1507.0  
RIGHT LYCOMING LT10-540-J2BD SN: L-2610-68A ENG TSN: 8560.6 ENG TSMOH: 781.2  
COMPLIED WITH 24 MONTH REQUIREMENT OF 14 CFR PART 91.411 ALTIMETER AND STATIC SYSTEM TEST AND PART 91.413 TRANSPONDER TEST. PERFORMED BY AIRELECTRIC INC. CRS# 9R1R958C REFERENCE WORK ORDER NUMBER 20220404. SEE AIRELECTRIC CERTIFICATION FORMS FOR DETAILS.  
REMOVED AND REPLACED TRANSPONDER WITH SERVICIBLE UNIT GTX327 SERIAL NUMBER 83721970.  
REMOVED AND REPLACED BROKEN STATIC RUBBER CONNECTION HOSE WITH NEW.  
FOUND LOOSE AND TIGHTENED FITTING NUT FOR STATIC LINE BEHIND AFT BULKHEAD WALL.

*David R. Landreth*  
DAVID R. LANDRETH 002651512 IA

DATE

RIVERSIDE AVIATION  
8735 SOUTH AIRPORT WAY  
TULSA, OK 74132

N27682 NAVAJO

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RIGHT LYCOMING

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I CERTIFY THAT

TO BE IN AN AIR

WORTHY CONDITION

ON THIS DATE

AND SIGNATURE

OF THE PERSON

PERFORMING THE

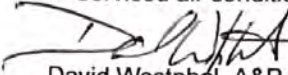
WORK.

DAVID R. LANDRETH

**6/4/2020, Hobbs 2980.7, Total Time 10682.5**

**N27682 Airframe Log Entry**

- Serviced air conditioner system W/2 12 OZ cans of R134A Freon. System operational checked good.

  
 David Westphal A&P 430554968

**ABS Avionics, Inc. CRS#485R359D**  
 4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 6/30/2020  
 W/O#: 0800

**Logbook Entry**

Registration: N27682 Make/Model: Piper PA 31-350 S/N: 7852105

Compiled with Aspen Avionics Tech Note 2013-02 Rev B dated 2/04/2019 to correct slight pitch pumping when altitude hold mode.

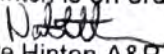
This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed:  Date: 6/30/2020

**8/25/2020, Hobbs 3035.9, Total Time 10,737.7, Heater Hobbs 658.6**

**N27682 Airframe Log Entry**

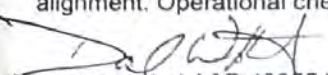
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 3135.9 Hobbs and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection by visual inspection as outlined in AD text. No defects noted. Next inspection due at 3095.9 Hobbs or May 2020.
- C/W AD 2015-19-07 by inspection I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects were noted, and all required clamps are in place. Next inspection due at 3135.9 Hobbs.
- Troubleshooting of wing tip lights being In-Op found circuit breaker switch for these lights has failed. New circuit breaker switch is on order.

  
 Nate Hinton A&P 3466385

**9/10/2020, Hobbs 3051.2, Total Time 10,753.0**

**N27682 Airframe Log Entry**

- During test run, found alternator circuit breaker tripped. Reset circuit breaker, alternator returned to normal function.
- Removed left engine cowling, inspection found main alternator power feed wire loose at connection to noise suppression capacitor in engine compartment. Cleaned connector on capacitor and replaced ring terminal on wire W/New P/N 321598 and installed with new silicone boot P/N MS25171-25.
- Test ran aircraft. Operational and leak checks were good.
- Inspection of recognition lamps found circuit breaker switch to lights had failed. Installed New circuit breaker switch P/N W31-X2M1G-15. Operational check was good.
- Removed standard wing tip recognition lamps P/N GE4594 28V 100W and installed New (2 Each) Whelen Parmetheus Pro PAR 36 M/N LSM-SCD-042-1 LED Light bulbs. Modified mounting brackets as needed to accommodate new lamps. Adjusted alignment. Operational check was good.

  
 David Westphal A&P 430554968

12/12/2019, Hobbs 2954.8, Total Time 10,656.6, Heater Hobbs 649.1

N27682 Airframe Log Entry

- Performed Annual/100-hour inspection I/A/W FAR 43 App. D. All work was performed I/A/W Piper PA31-350 Maintenance Manual.
- Checked ADs through ATP revision dated 12/11/2019. See AD compliance report for recurring times.
- C/W AD 82-27-13 R2 by performing free play inspection of flap transmission I.A.W Piper service bulletin No. 494B. No defects noted. Next inspection due at 3054.8 Hobbs.
- C/W AD 2003-24-07 by visual inspection of rudder tube for corrosion per paragraph (e)(2) 12-month inspection I/A/W SB# 1105A, no defects or corrosion noted, next due in Dec. 2019.
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 3054.8 Hobbs and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection by visual inspection as outlined in AD text. No defects noted. Next inspection due at 3014.8 Hobbs or May 2020.
- C/W AD 2015-19-07 by inspection I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects were noted, and all required clamps are in place. Next inspection due at 3054.8 Hobbs.
- Replaced ELT W/New due to failure of installed Ameri-King AK451. Installed New ELT, KANNAD P/N S1851501-02, S/N LX1101046686 and KANNAD (Ameri-Kit Retrofit Kit) P/N 1202573, S/N LX1101068503, Manufacture Pack Kit P/N 1001627. Installed I/A/W KANNAD Installation Manual using New Antenna P/N AV-200. Hex ID Code is 2DC86B2A02FFBFF. Next battery replacement is due Sept. 2025.
- Replaced Davtron clock battery W/New P/N 811-BATT, Operational check was good.
- Replaced instrument air and regulator filters W/New (2 each) P/Ns AA2J4-6 and ARB3-5-1.
- Removed, inspected and replaced right and left hydraulic system filters W/New (2 each) P/N AN6235-1A. Installed each W/New P/N MS28775-216 O-ring. Leak checks were good. Inspection of old filters noted no contaminants.
- Serviced hydraulic power pack W/5606 fluid, performed several successful gear cycles, leak and operational checks were good.
- Replaced right and left brake back plate rivets W/New due to loosely fitting brake linings to back plates. Installed 32 each P/N RA177-01600 to all right and left brake lining back plates.
- Removed left main gear lower strut assembly, disassembled cleaned and inspected. Reassembled W/New O-rings (1 each) P/Ns MS28775-236, MS28775-335 and valve core P/N 302DN. Reinstalled, serviced W/5606 fluid and nitrogen to proper 3.5 Inch extension. Leak check was good.
- Replaced left and right alternate air door and springs W/New P/N 587-234.
- Replaced broken roll pin at co-pilot seat back adjustment mechanism W/New and lubricated pivot points and rollers as needed.
- Replaced fire extinguisher W/New P/N A344T.
- Replaced left tachometer drive cable assembly W/New P/N 486-637, operational check was good.
- Replaced missing VGs as needed, one on right wing and 2 on left wing. VGs were supplied by owner. Installed each I/A/W manufacturer's instructions.
- I certify that this aircraft was inspected I/A/W a 100 Hour/Annual Inspection and was determined to be in Airworthy Condition.

*William Dorothy*  
William Dorothy A&P 3504028 IA

ABS Avionics, Inc. CRS#485R359D  
4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 1/9/2020  
W/O#: 0621

**Logbook Entry**

Registration: N27682 Make/Model: Piper PA-31-350 S/N: 7852105

Removed Century Flight C41 computer P/N 1D757-0006210 s/n 3233H and returned to the manufacture on AFR # 89112 for repair. Unit repaired and returned, reinstalled and ground tested. Functions normal. Reseated connectors on pitch and trim servo.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: *William Dorothy*

Date: 1/9/2020

N27682      Model: PA31-350      Serial: 31-7852105  
 Date: 2/13/2019      Hobbs: 2896.5



1. **AD 2016-05-01 Vertical fin FWD spar to bulkhead attachment integrity.** Complied with para. (h) modification by installing customer supplied Piper Kit PN: 764-028 (QTY 1) per Piper SB 1273B. This is a terminating action for this AD; no further action is required.
2. **AD 2017-10-20 Fuselage station (FS) 332.00 bulkhead integrity.** Complied with para. (g) (4) by installing customer supplied Piper kit PN: 88578-001 (QTY 1) per Piper SB 1289A. This is a terminating action for this AD; no further action is required.
3. Repaired vertical stabilizer and rudder caps.

All maintenance completed in accordance with applicable sections of the manufacturer's maintenance manuals. All operational, rigging, and functional tests completed satisfactorily. LCertify that The Maintenance identified above has been inspected and the items are approved for return to service. Pertinent details of the repairs are on file at this Agency under Work Order # 1147-01-2019.

Signed:  Kyle Gilliam  
 For MIKE JONES AVIONICS AND MAINTENANCE, MURFREESBORO, TN 37129 CRS: 9JNR717B

Summit Aviation LLC 2440 SW Aviation St. Bentonville, AR 72712

**10/2/2018, Hobbs 2939.2, Total Time 10,641.0**

**N27682 Airframe Log Entry**

- Removed standard bat style miniature toggle avionics master switch and replaced W/New locking style miniature toggle switch P 7401K2ZQE. Operational check was good.
- Replaced right vacuum pump W/Overhauled unit P/N 442CW-6. Installed W/New provided gasket. Overhaul was performed by Ae Accessories LLC on W/O 105C5-000, see FAA 8130-3 number AA 105C5-000 dated 29/Jan 2019. Operational check was good.
- Removed center pedestal plastic cover just left of elevator trim indicator, epoxy glued broken corner and reinstalled.
- Reinstalled previously remove JPI EDM 760 P/N 760000-6C-O-A-F, S/N 06036 after repairs were performed by J. P. Instruments c W/O# RMA 57852, see FAA 8130-3 number R130919-7 dated 13/Sept/2019. Ramp testing had normal operation.

  
 David Westphal A&P 430554968

**ABS Avionics, Inc. CRS#485R359D**

Date: 12/2/2019

4900 Old Phoenix Ave. Fort Smith, AR 72903

W/O#: 0635

**Logbook Entry**

Registration: N27682      Make/Model: Piper Pa-31-350      S/N: 782105

Performed Aspen EFD airdata calibration IAW Aspen service bulletin due to unit being out of tolerance. Tested the static pressure system, each altimeter instrument and the automatic pressure altitude reporting system and found each to comply with FAR part 43 appendix ( E ) as required by FAR 91.411. The ATC transponder has been tested and found to comply with FAR part 43 appendix ( F ) as required by FAR 91.413.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: 

Date: 12/2/2019

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**7/18/2018, Hobbs 2855.3, Total Time 10,557.1****N27682 Airframe Log Entry**

- C/W AD 2016-05-01 by visual inspection of vertical fin forward spar bulkhead at (FS) 317.75 for cracks I/A/W Piper SB# 1273A. No cracks noted at this time. Configuration 2 is installed. Next inspection is due at 2955.3 Hobbs and kit P/N 764-028 must be installed before 3130.8 Hobbs.
- C/W AD 82-27-13 R2 by performing free play inspection of flap transmission I.A.W Piper service bulletin No. 494B. No defects noted. Next inspection due at 2955.3 Hobbs.
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 2955.3 Hobbs and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection by visual inspection as outlined in AD text. No defects noted. Next inspection due at 2915.3 Hobbs or Dec. 2018.
- C/W AD 2015-19-07 by inspection I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects noted, and all required clamps are in place and no line defects noted. Next inspection due at 2955.3 Hobbs.
- C/W AD 84-26-02 by replacing right and left engine air inlet paper filters W/New (2 each) P/N P10-6590. Next replacement is due at 3219.2 Hobbs.
- Replaced vacuum pump W/Overhauled unit P/N 441CC-7, S/N 01AT04. Installed W/New provided gasket and new inlet hose from firewall to left vacuum pump. Overhaul was performed by Aero Accessories Inc., see FAA Form 8130-3 tracking number AA I01AT-0000 dated 27MAR2018. Operational check was good.

*Manuel B.*  
Manuel Burgos A&P 3231885

Summit Aviation LLC 2440 SW Aviation St. Bentonville, AR 72712

**11/21/2018, Hobbs 2877.6, Total Time 10,579.4, Heater Hobbs 625.2****N27682 Airframe Log Entry**

- Performed Annual/100-hour inspection I/A/W FAR 43 App. D. All work was performed I/A/W Piper PA31-350 Maintenance Manual.
- Checked ADs through ATP revision dated 11/20/2018. See AD compliance report for recurring times.
- AD 2017-10-20 is not C/W at this time and is due to be complied with no later than 3219.2 Hobbs or 10,921.0 AFTT. Kit P/N 88578-001 is in owner's possession.
- C/W AD 2016-05-01 by visual inspection of vertical fin forward spar bulkhead at (FS) 317.75 for cracks I/A/W Piper SB# 1273A. No cracks noted at this time. Configuration 2 is installed. Next inspection is due at 2977.6 Hobbs and kit P/N 764-028 must be installed before 3130.8 Hobbs.
- C/W AD 82-27-13 R2 by performing free play inspection of flap transmission I.A.W Piper service bulletin No. 494B. No defects noted. Next inspection due at 2977.6 Hobbs.
- C/W AD 2003-24-07 by visual inspection of rudder tube for corrosion per paragraph (e)(2) 12-month inspection I/A/W SB# 1105A, no defects or corrosion noted, next due in Nov. 2019.
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch, locking components and lubrication as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 2977.6 Hobbs and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection by visual inspection as outlined in AD text. No defects noted. Next inspection due at 2937.6 Hobbs or Apr. 2019.
- C/W AD 2015-19-07 by inspection I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects were noted, and all required clamps are in place. Next inspection due at 2977.6 Hobbs.
- Removed ELT and inspected I/A/W FAR 91.207 (d). Reinstalled and operational check was good. Next ELT battery replacement is due Dec. 2025.
- Removed JPI EDM 760 P/N 76000-6C-O-A, S/N 06036 Per owner's request for option up-grade to include fuel flow option. Reinstalled same EDM 760 after up-grades performed by J.P. Instruments on W/O #RMA 55341, see FAA Form 8130-3 tracking number R131118-11 dated 13/NOV/2018. P/N is now 760000-6C-O-A-F. Connected supplied wiring harness to existing Shadin Fuel Flow indicator to parallel existing Fuel Flow data, connected to Garmin GNS530W for GPS data from fuel flow information to GPS. Ramp testing had normal operation.
- Replaced left engine shock mounts W/New (8 each) P/N J7763-1. Torqued original bolts to 40 FT LBS and cotter pinned.
- Replaced left and right instrument air filters W/New (2 each) P/N AA2J4-6.
- Replaced SAM 302 stand-by unit battery W/New P/N 90177177 dated 7/18.
- Replaced left and right brake linings W/New (16 each) P/N 066-06600.
- Serviced hydraulic power pack W/MIL-5608-H fluid.
- Replaced right fuel strainer cup, lower seal W/New P/N 600-0115-5-16. Leak check was good.
- Replaced left wing inboard fuel drain valve W/New P/N CCA-1550. Leak check was good.
- Serviced nose strut W/Nitrogen to proper pressure.
- I certify that this aircraft was inspected I/A/W a 100 Hour/Annual Inspection and was determined to be in Airworthy Condition.

*William Dorothy*  
William Dorothy A&P 3504028 IA

N27682

Date: 2/13/20

1. AD 2017-10-20 customer required.
2. AD 2017 Piper kit
3. Repaired

All maintenance  
rigging, and  
are approved

Signed *[Signature]*  
For MKI/JC

**10/2/2018, Hobbs**

- Removed star
- 7401K2ZQE, 1
- Replaced right
- Accessories L
- Removed cen
- Reinstalled pr
- W/O# RMA 57

*[Signature]*  
David Westphal

I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING SYSTEM TEST AND INSPECTION REQUIRED BY FAR 91.411 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX E. THE ALTIMETER WAS TESTED TO 25,000 FEET BY  
 CRS WINR1050  
 W/O 6726  
 SIGNED [Signature] DATE 11-02-17

I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING SYSTEM TEST AND INSPECTION REQUIRED BY FAR 91.411 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX E. THE ALTIMETER WAS TESTED TO 25,000 FEET BY  
 CRS WINR1050  
 W/O 6726  
 SIGNED [Signature] DATE 11-02-17

SCALE CORRECTIONS		ALT SERIAL # <u>015-11218</u>	
ALTIMETER		ALTIMETER <u>M0302</u>	
READS	UP	READS	UP
-1000	-10	12000	-10
0	-10	14000	-10
500	-5	16000	-10
1000	0	18000	0
1500	-5	20000	0
2000	0	22000	0
3000	-5	25000	-20
4000	0	30000	X
6000	0	35000	
8000	0	40000	
10000	0	45000	
		50000	
WINGS AVIONICS, INC.		CRS WINR1050	
W/O <u>6726</u>		DATE <u>11-02-17</u>	
N <u>27682</u>		SIGNED <u>[Signature]</u>	

SCALE CORRECTIONS		ALT SERIAL # <u>435552</u>	
ALTIMETER		ALTIMETER <u>5434PA-3</u>	
READS	UP	READS	UP
-1000	-10	12000	-15
0	-5	14000	-15
500	-20	16000	-55
1000	+5	18000	-20
1500	-10	20000	-10
2000	+5	22000	-20
3000	0	25000	-30
4000	+15	30000	X
6000	0	35000	
8000	-5	40000	
10000	-20	45000	
		50000	
WINGS AVIONICS, INC.		CRS WINR1050	
W/O <u>6726</u>		DATE <u>11-02-17</u>	
N <u>27682</u>		SIGNED <u>[Signature]</u>	

Summit Aviation LLC 2440 SW Aviation St. Bentonville, AR 72712

3/22/2018, Hobbs 2779.9, Total Time 10,481.7

N27682 Airframe Log Entry

- Troubleshooting of in-operational AMP meter found poor continuity of left and right alternator AMP meter selector switches. Removed switches and stub harness, pressure cleaned switches and bench checked good. Reinstalled and reconnected harness. Operational check found functional testing was normal.

David Westphal A&P 430554968

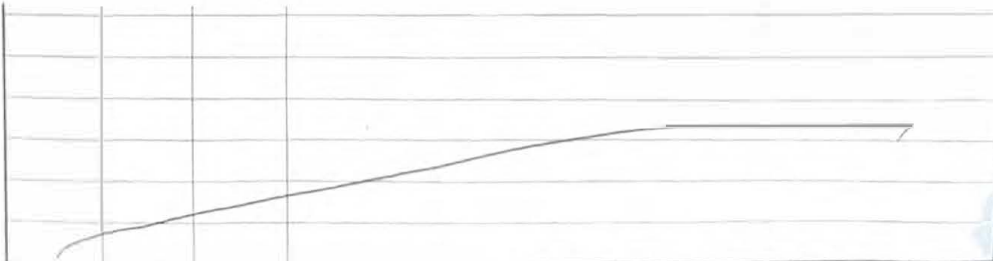
Summit Aviation LLC 2440 SW Aviation St. Bentonville, AR 72712

5/14/2018, Hobbs 2816.7, Total Time 10,518.5

N27682 Airframe Log Entry

- Replaced left alternator W/Overhauled unit P/N ALU-8521, S/N K060961. See Aerotech of Louisville, Inc W/O# 111388 and FAA 8130-3 tracking form dated 30/Apr/2014. Operational check was good at this time.
- Serviced air conditioner system W/18 OZ R134A Freon. Operational check was good at this time.

David Westphal A&P 430554968



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DAT

Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050  
LOG ID# 3981 02-November-2017 WO# 6726 REF# 6726 HOBBS 2776.0  
N27682 S/N 31-7852105 PIPER PA-31-350

\*\*\*\* ITEM # 6726-1 PERFORM FAR 91.411 & 91.413 \*\*\*\*

DISCREPANCY: PERFORM FAR 91.411 AND 91.413 CERTIFICATION.

Model: EFD1000 Part#: 910-0001-001 Serial#: 121211

ACTION: CONNECTED RAMP TEST EQUIPMENT TO THE AIRCRAFT, AND FOUND THE ASPEN EFD1000 PFD AND THE SAM MD302 STANDBY ATTITUDE MODULE DID NOT COMPLY WITH FAR PART 43, APPENDIX E, BAROMETRIC SCALE ERROR TOLERANCES. SEE TASK ITEMS 2 AND 3 FOR ADDITIONAL DETAILS REGARDING AIR DATA CALIBRATION. AFTER AIR DATA CALIBRATION PROCEDURES WERE COMPLETED FOR THE EFD1000 AND THE MD302 UNDER ASSOCIATED TASK ITEMS, THE ASPEN AVIONICS EFD1000 PFD, P/N 910-0001-001, S/N 121211; THE STANDBY MID-CONTINENT SAM MD302, S/N D15-11218; THE COPILOT UNITED INSTRUMENTS 5934PA-3 PRESSURE ALTIMETER, S/N 435552; AND THE AIRCRAFT STATIC SYSTEM WERE CERTIFIED TO 25K FEET I/A/W FAR 91.411 REQUIREMENTS. THE GARMIN GTX327 XPDR, P/N 011-00490-00, S/N 8373590, WAS RAMP TESTED AND FOUND IN COMPLIANCE WITH FAR 91.413 REQUIREMENTS.

\*\*\*\* ITEM # 6726-2 CALIBRATE ASPEN EFD1000 ADC \*\*\*\*

DISCREPANCY: CALIBRATE ASPEN EFD1000 AIR DATA COMPUTER (ADC)-DOES NOT MEET FAR PART 43, APPENDIX E, BAROMETRIC SCALE ERROR REQUIREMENTS.

Model: EFD1000 Part#: 910-0001-001 Serial#: 121211

ACTION: CALIBRATED ASPEN EFD1000 ADC I/A/W ASPEN TECH NOTE FOR AIR DATA CALIBRATION, TECH NOTE 2009-09, REV D, DATED 04-07-2016. RETESTED SYSTEM AND FOUND BAROMETRIC SCALE ERROR WAS LESS THAN 5 FEET IN ERROR FROM MASTER ALTIMETER. COMPLETED FAR 91.411 CERTIFICATION UNDER TASK ITEM 1.

\*\*\*\* ITEM # 6726-3 CALIBRATE SAM MD302 ADC \*\*\*\*

DISCREPANCY: CALIBRATE MID-CONTINENT SAM MD302 AIR DATA COMPUTER (ADC)-DOES NOT MEET FAR PART 43, APPENDIX E, BAROMETRIC SCALE ERROR REQUIREMENTS.

Wings Avionics, Inc. 421 Ernest Lancaster Dr. Fayetteville, AR 72701 W1NR1050  
LOG ID# 3981 02-November-2017 WO# 6726 REF# 6726 HOBBS 2776.0  
N27682 S/N 31-7852105 PIPER PA-31-350

Model: MD302 Part#: MD302 Serial#: D15-11218

ACTION: CALIBRATED SAM MD302 ADC I/A/W MID-CONTINENT INSTRUMENTS SAM MD302 INSTALLATION MANUAL, P/N 9017782, REV 3, DATED 08-27-2015. RETESTED SYSTEM AND FOUND BAROMETRIC SCALE ERROR WAS LESS THAN 3 FEET IN ERROR FROM MASTER ALTIMETER. COMPLETED FAR 91.411 CERTIFICATION UNDER TASK ITEM 1.

MAINTENANCE RELEASE / RETURN TO SERVICE  
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE.

*Brady N. Terry* 11-02-2017  
W1NR1050 BRADY N TERRY Date

I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING SYSTEM TEST AND INSPECTION REQUIRED BY FAR 91.411 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX E. THE ALTIMETER WAS TESTED TO 25,000 FEET BY

CRS W1NR1050

W/O 6726

SIGNED *Brady N. Terry* DATE 11-02-17



WINGS AVIONICS INC.  
421 ERNEST LANCASTER DR.  
FAYETTEVILLE, AR 72701

SCALE CORRECTIONS		ALT SERIAL # <u>121211</u>	
ALTIMETER		ALTIMETER <u>EFD1000</u>	
READS	UP	READS	UP
-1000	+10	12000	+15
0	-10	14000	+10
500	-5	16000	+15
1000	0	18000	+25
1500	-5	20000	+25
2000	0	22000	+30
3000	-5	25000	+45
4000	0	30000	X
6000	0	35000	
8000	0	40000	
10000	+10	45000	
		50000	

I CERTIFY THAT THE TRANSPONDER INSPECTION REQUIRED BY FAR 91.413 HAS BEEN PERFORMED I/A/W PART 43, APPENDIX F.

TYPE GTX327 <sup>P/N</sup> 011-00490-00 S/N 83735390

CRS W1NR1050

W/O 6726

SIGNED *Brady N. Terry*  
DATE 11-2-17

WINGS AVIONICS, INC. CRS W1NR1050  
W.O. 6726 DATE 11-02-17  
N 27682 SIGNED *Brady N. Terry*

10/12/2017, Hobbs 2719.2, Total Time 10,421.0, Heater Hobbs 578.3

N27682 Airframe Log Entry

- Performed Annual/100 hour inspection I/A/W FAR 43 App. D. All work was performed I/A/W Piper PA31-350 Maintenance Manual.
- Checked ADs through ATP revision dated 10/11/2017. See AD compliance report for recurring times.
- AD 2017-10-20 is not C/W at this time and is due to be complied with no later than 500 hours from now, which is at 3219.2 Hobbs or 10,921.0 AFTT. Kit P/N 88578-001 is on order.
- C/W AD 2016-05-01 by visual inspection of vertical fin forward spar bulkhead at (FS) 317.75 for cracks I/A/W Piper SB# 1273A. No cracks noted at this time. Configuration 2 is installed. Next inspection is due at 2819.2 and kit P/N 764-028 must be installed before 3130.8 Hobbs.
- C/W AD 82-27-13 R2 by performing free play inspection of flap transmission I.A.W Piper service bulletin No. 494B. No defects noted. Next inspection due at 2819.2 Hobbs.
- C/W AD 2003-24-07 by visual inspection of rudder tube for corrosion per paragraph (e)(2) 12 month insp. I/A/W SB# 1105A, no defects or corrosion noted, next due in Oct.2018.
- C/W AD 2009-13-06 R1 by inspection of nose baggage door latch and locking components, lubrication and replacement of time limited parts W/New as outlined in Piper SB# 1194A table 2. Operational check was good. No defects noted. Next inspection is due at 2819.2 and next life limited parts replacement next due at 3730.8 Hobbs.
- C/W AD 2013-10-4C Exhaust system inspection by visual inspection as outlined in AD text. No defects noted. Next inspection due at 2779.2 Hobbs or Apr. 2018.
- C/W AD 2015-19-07 by inspection I/A/W Lycoming Engines Mandatory Service Bulletin No. 342G. No defects noted and all required clamps are in place and no line defects noted. Next inspection due at 2819.2 Hobbs.
- C/W AD 84-26-02 by replacing right and left engine air inlet paper filters W/New (2 each) P/N P10-6590. Next replacement is due at 3219.2 Hobbs.
- Removed ELT and inspected I/A/W FAR 91.207 (d). Reinstalled and operational check was good. Next ELT battery replacement is due Dec. 2025.
- Repaired right engine alternate air door open cam by replacing loose rivets.
- Replaced right main tire and tube W/New, Goodyear Flight Custom III 6.50X10 10Ply tire P/N 650C06-3, S/N 71892263. Reassembled wheel W/New tube P/N 092-344-0, torqued bolts to 90 Inch LBS and serviced to 55 PSI. Leak checked good.
- Serviced nose strut W/Nitrogen to 3.25 inches and leak check was good.
- Replaced nose mounted taxi lamps W/New (2 each) LED lamps P/N 01-0771733-20 and operational check was good.
- Found center left cowl latch receptacle loose from lower cowl. Removed lower cowl left center nut plate, installed doubler plate and new nut plate to this location. Adjusted length for proper fit of cowling halves.
- Removed in-operative, existing T.I.T. gauge and tail pipe probes. Added JPI T.I.T. option kit P/N 1210 to existing JPI EDM730. Installed blank plate to old gauge location. Operational check was good.
- Removed left and right gear down lock fork bolts, cleaned and inspected. No defects noted on either. Lubricated and reinstalled each.
- Replaced all landing gear hydraulic and brake caliper flex hoses W/New (16 each) manufactured and tested as a kit by PHT Inc. on invoice number 601159. Serviced landing gear power pack and performed bleeding procedure by performing several landing gear cycles. Bled right and left brakes. Operational test and leak checks of all hoses was good.
- Drained fuel completely from left wing. Replaced left fuel selector valve W/Overhauled unit P/N 3487-00-1 (492-239R) S/N 0397. Overhaul was performed by Dukes Aerospace Inc. on W/O number 1298, see FAA Form 8130-3 tracking number R11429 dated 01 APR 2017. Installed W/New fitting o-rings (3 each) P/N MS29512-08.
- Drained fuel completely from right wing. Physically weighed aircraft empty of usable fuel, both engines full of oil, hydraulic systems full and required paperwork on board. Weighed aircraft using calibrated platform scales with aircraft in level condition. New empty weight and balance data is as follows and is inserted to POH; New Basic Empty Weight 4957.5 LBS, New E.C.G. 123.4042, New Moment 611776.4 and New Useful Load 2292.5 LBS.
- I certify that this Aircraft was inspected I/A/W a 100 Hour/Annual Inspection and was determined to be in Airworthy Condition.

*William Dorothy*  
William Dorothy A&P 3504028 IA


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AIRCRAFT SN: PA-31-350 REG: N27682 AC TYPE: PIPER NAVAJO Total Times: 2706.4

- Removed interior components for window panel refurbishment.
- Recovered window panels utilizing ultra-leather PN DEF-GS202 Hood Stretch Columbia
- Replaced RH 1 Seat Bottom Center Insert utilizing leather PN A278 Avion Pompeii
- Recovered all single seat center isle side armrest utilizing leather PN A278 Avion Pompeii
- Repaired cracked and broken co-pilot, RH1,RH2,RH3,LH1,LH3 & emergency exit window panels Utilizing 3M-DP100 Epoxy Lot# 6187RE/6165
- Cleaned, repaired & dyed leather on lavatory seat.
- Reinstalled interior components after refurbishment.
- All work was performed IAW AIS Inc. RSM/QCM procedures. A record of this work and documentation is on file under this repair station W/O # 729 .

Aviation Interior Services, Inc. CRS# 1ANR029B



Authorized Signature

3598107

Certificate #

July 7, 2017

Date


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