

# AIRFRAME MAINTENANCE RECORDS

Log No. \_\_\_\_\_

Aircraft Registration No. N83685

PIPER

Model

PA-28-RT-201

Serial No.

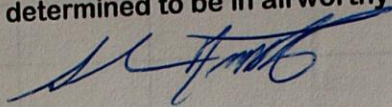
28R-8118046

N83685 Tach 1857.9 June 10, 2004

1. Complied with annual inspection IAW FAR 43 appendix "d".
2. Completed ELT check IAW FAR 91.207 battery due date 05/06.
3. Inspected and lubed all flight controls.
4. Installed new strobe power supply.
5. Installed new electric fuel pump.
6. Installed new ELT antenna.
7. Installed new KN75 mounting bracket.
8. Washed engine and aircraft.

END

I certify that this aircraft has been inspected in accordance with an annual inspection and been determined to be in airworthy condition.



Shane Benedetto AP572411214IA

N# 83685

### AIRCRAFT LOGBOOK ENTRY

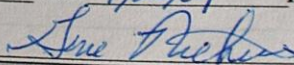
This aircraft's Altimeter system and Altitude Reporting Equipment have Been inspected and tested in accordance with FAR 43 appendix E & F, To Comply with 91.411.

PILOT ALT.	P/N 5934PD-1	S/N V1384	Tested to 20000
C/P ALT.	P/N	S/N	Tested to
Encoder	P/N D12072-T	S/N 57980	Tested to 20000
	P/N	S/N	Tested to

The Aircraft's ATC Transponder sys. Has been inspected and tested ICW FAR 43 Appendix F to Comply with 91.413.

Transponder:	KING	P/N KT 76A	S/N 96026
W.O.#	40719537	Date: 7/22/04	Hours 1993.0

Hobbs

INSPECTOR: 

Front Range Transponders, 1990 Roland Dr., Bailey, Co 80421  
303-808-9276 CRS F42R979Y

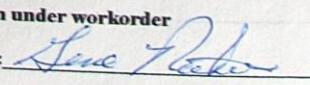
DATE 7/28/04 N 83685

### AIRFRAME LOG ENTRY

MAKE	PIPER	TT	HOBBS
S/N	28R-9118046	MODEL	PA-28RT-201

Removed DME RING KNC2A S/N 16162 For Repair,  
See 10000040728 for details.  
Reinstalled unit and Ramp tested for proper operations.  
EPD

This aircraft was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.  
Pertinent details of this repair are on file at this repair station under workorder

No. 40728, dated 7/28/04, inspector:   
For: Front Range Transponders 303-808-9276  
1990 Roland Dr., Bailey, Co 80421 CRS# F42R979Y





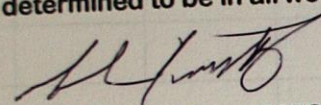


N83685 Tach 2149.5 May May 13, 2005

1. Completed 100 hr inspection IAW FAR 43 appendix "d"
2. Completed ELT check I.A.W. FAR 91.207
3. Inspected and lubed all flight controls.
4. Complied with AD 87-20-03R2 effective date 9/24/90 seat track rails by visual inspection. Next due 5666.7
5. Removed and replaced nose tire and rim.
6. Cleaned, inspected and lubed all wheel bearings.
7. Repaired #4 cylinder exhaust pipe.
8. Washed aircraft and engine.

END

I certify that this aircraft has been inspected in accordance with an 100 hour inspection and been determined to be in airworthy condition.

  
Shane Benedetto AP572411214IA

October 20, 2005  
N83685  
S/N: 28R-8118046  
Tach: 2160.6

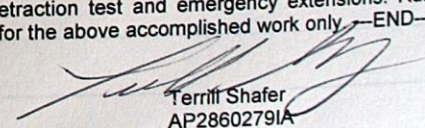


Erie Municipal Airport  
395 Airport Drive  
Erie, CO 80516

Received aircraft in semi-disassembled condition due to propeller strike and gear up landing. Installed engine S/N L-14619-51A after prop strike inspection and overhaul by Aircraft Cylinders and Engines Inc. See maintenance release tags in aircraft records. Installed new Hartzell Propeller HC-C3YR-1RF/F7282, S/N DY6597B.

Replaced the following items: All four motor mounts p/n J9613-40, nose gear doors GF67352-00, GF67352-01, cabin step 65384-00, left front cabin hat stiffener 62528-00, left aft hat 761150-00, hat fairings 62544-00, 62558-00, 62554-00, and 62543-00, left wing spar bolt cover GF63942-00, nose gear down lock hook spring 67189-00, nose gear down lock assemble 67150-004, nose gear over center inner and outer springs 67168-00, 67169-00, Stabilator trim indicator 68488-002, landing light bulb GE4509, nose gear drag link over center bolt NAS464P4-27.

Installed new left flap, and repaired right flap, both customer supplied. Re-sealed and serviced shimmy dampener. Repaired lower cowling fiber glass. Tightened all hardware on nose gear strut and retraction system. Installed STC SA3687WE Airwolf air/oil separator, see FAA Form 337 dated this date. Repaired lower outboard truss of engine mount, See FAA Form 337 dated this date. Performed multiple landing gear retraction test and emergency extensions. Run-up/Operational check satisfactory. Aircraft is approved for return to service for the above accomplished work only. —END—

  
Terrill Shafer  
AP2860279IA




AHR AVIATION CRS#CF2R740R  
SAN ANTONIO INTERNATIONAL A/P

N83685 S/N 28R81180A8 W/O#29204 HOBBS 2295.0

LOG BOOK ENTRY

Removed TXP KT76A s/n15970 inop and installed loaner TXP KT76A s/n 22013. Ramp check transponder found to meet specification. The components identified above were installed and inspected in accordance with current regulations of the Federal Aviation Administration and are approved for return to service for work performed. Pertinent details of the installation are on file at this Repair Station under the Work Order Number stated above.

  
INSPECTOR GILBERT A. TERRAZAS

DATE 10-21-05

INSPECTOR  
AHR AVIATION  
SAN ANTONIO, TEXAS 78216  
CRS# CF2R740R

THE TRANSPONDER MODEL KT76A S/N 22013  
AND ENCODER MODEL N/A S/N N/A  
WERE TESTED AND INSPECTED AND FOUND TO COMPLY  
WITH FAR 91.413.  
DATE 10-21-05 W/O# 29204

December 7, 2005

N83685

S/N: 28R-8118046

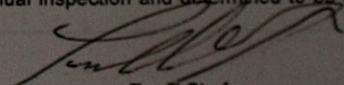
Tach: 2172.6

ACTT: 6687.1 TSMOH: 12.0 Prop TSN: 12.0



Erie Municipal Airport  
395 Airport Drive  
Erie, CO 80516

Performed an annual inspection of aircraft in accordance with FAR 43 appdx D and a checklist. Removed and reinstall both fuel senders after overhaul by Airparts of Lockhaven, see FAA forms 8131.3 in aircraft records. Replaced brake linings 66-105. Serviced and bled brakes. Checked aircraft lights. Tested ELT iaw FAR 91.207 (a-d) o.k. battery due May 2006. Serviced battery and cleaned fuel screen. Inspected aircraft exhaust, fuel and oil systems, landing gear, structure, wings, control systems and overall aircraft condition. Performed multiple landing gear retraction test and emergency extensions. C/W inspection instructions for continued airworthiness for installed STC's, and 337's. A list of AD's may be found in aircraft records. I certify this aircraft has been inspected in accordance with an annual inspection and determined to be in airworthy condition. ----END----

  
Terrill Shafer  
IA2860279

February 10, 2006

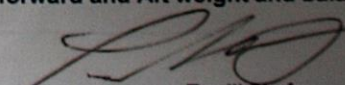
N83685

S/N: 28R-8118046



Erie Municipal Airport  
395 Airport Drive  
Erie, CO 80516

Revised aircraft weight and balance: as calculated: weight 1837.99, Empty weight CG 87.95" Moment 161660.07  
New useful load 912.00. **Note: Proper loading conditions for forward and Aft weight and balance limits must be observed. ----END----**

  
Terrill Shafer  
IA2860279



LOGBOOK ENTRY

Piper

S/N 28R8118046

DATE: 4/28/06  
N83685

Repaired continuity errors in wire bundle.

Removed servo for service. Reinstalled factory repaired servo.

Re: W/O 35966

\*\*\*\*\*

End

FAA.CRS PE5R116N

Signed: \_\_\_\_\_

For Denver Avionics, Inc.

ACTT: 6727.3

TACH: 2212.8

Dale Hughes 5/13/06

This ELT MFG Narco Model E1+10  
SN A12090 Has been tested I/A/W the  
requirements of FAR 91.207(d). Next  
certification due: 6/23/08.  
Details on file under JO# 36173.

Sign: \_\_\_\_\_

Date 6/23/06.

Denver Avionics

FAA CRS PE5R116N



ARTEX AIRCRAFT SUPPLIES, INC.  
14405 Keil Rd. NE Aurora, OR 97002  
(503) 678-7929 800-547-8901

LOG BOOK ENTRY

N83685

E.L.T. BATTERY

REPLACEMENT DATE

6/23/08

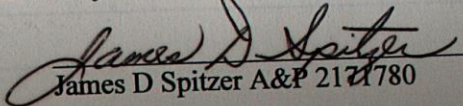


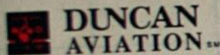
DATE: July 8, 2006  
TACH TIME: 2265.3

N83685  
TOTAL TIME : 6779.8

S/N 28R-8118046

Complied With Piper Service Letter 1611 para 2(b) by inspection for cracks , none noted at this time,next inspection due at 100Hrs. at 6879.8. Replaced Left and Right Main Landing Gear Upper side brace attach bolt and conical spacer with new.Replaced Right hand Main Tire with new Concorde 600 x 6 and repacked wheel bearings. Completed Gear Swing check and Emergency Gear Extend Check. I Certify that this Aircraft has been inspected in accordance with Piper approved checklist and Part 43 Appendix D, 100HR Inspection and was determined to be in airworthy condition at this time.

  
James D Spitzer A&P 2171780



N83685  
Hughes Aero

Piper PA28RT20  
28R8118046

July 5, 2006

Removed defective Altimeter (P/N: 5934PD-1A.134, S/N: V1384), and installed an overhauled exchange unit (P/N: 5934PD-1A.134, S/N: 2B554).

**Certify aircraft altimeter system IAW FAR 91.411.**

The aircraft's Altimeter and Encoding system have been tested and inspected in accordance with 14 CFR Part 91.411, paragraphs (a)(2) and (3). Also Part 43, appendix E.

Altimeter PN: 5934PD-1A.134

SN: 2B554 Tested to 20,000 ft.  
Mid-Continent Instr. WO: WRK0078433

Encoder PN: D120-P2-T

SN: 587989 Tested to 20,000 ft.

**Certify transponder system IAW FAR 91.413.**

This aircraft's ATC transponder system have been tested and inspected in accordance with 14 CFR Part 91.413, Part 43, appendix F.

Transponder PN: 066-1062-00

MN: KT-76A SN: 15970

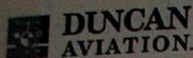
I certify that only the above described maintenance was accomplished and inspected, in accordance with manufacturer's specifications and current Federal Aviation Administration regulations, is airworthy and is approved for return to service. Pertinent details of the work performed are on file at this Repair Station under Work Order AQYPA.

Inspected by:  
CRS # JG7D076J

DUNCAN  
011025

Total Time: \_\_\_\_\_ for Duncan Avionics; Englewood, CO 80112  
Total Landings: \_\_\_\_\_





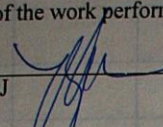
N83685  
Hughes Aero

Piper PA-28RT-201  
28R-8118046

July 28, 2006

Removed the defective Glideslope Receiver and reinstalled after repair, (P/N Off/On: 066-1063-00, S/N: 14938). The glideslope system operationally checked to specifications on the ground.

I certify that only the above, described maintenance was accomplished and inspected, in accordance with manufacturer's specifications and current Federal Aviation Administration regulations, is airworthy and is approved for return to service. Pertinent details of the work performed are on file at this Repair Station under Work Order ASTMA.

Inspected by:   
CRS # JG7D076J

DUNCAN  
QT 1025

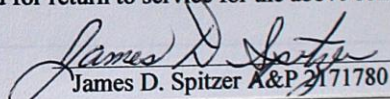
Total Time: \_\_\_\_\_ for Duncan Avionics; Englewood, CO 80112  
Total Landings: \_\_\_\_\_

DATE: December 8, 2006  
TACH TIME: 2315.5

N83685 S/N: 28R-8118046  
TOTAL TIME: 6830.0

Performed a 100HR Inspection of this aircraft in accordance with FAR 43 Appendix D and a checklist. Tested ELT I/A/W FAR 91.207(a-d) all checked normal, battery is next due 6-08. Cleaned and serviced aircraft battery, cleaned fuel screen, inspected landing gear, wings, tail and control systems and overall aircraft condition. Lubed landing gear, and flight control systems. Removed Parking Brake Master Cylinder and rebuilt unit due to leakage, reinstalled and bleed brake system. Replaced left and right landing gear retract cylinder rod ends. Completed 3ea. landing gear retraction checks, and performed an emergency gear extension check. Checked all aircraft lighting to be working in proper order.

I certify that this Aircraft has been inspected in accordance with a 100HR Inspection and was determined to be in airworthy condition at this time. Aircraft is approved for return to service for the above completed work only.

  
James D. Spitzer A&P 2171780

2/8/06 6830.0 2315.5 I certify this aircraft has been inspected  
IAW a ANNUAL insp + determined to be  
in airworthy condition at this time.  
Steve E. Prof A&P 2840331 IA.

<b>RAPCO, Inc.</b>	
Air Filter P/N RA-D9-18-1	
Changed at:	Next Change:
2333.0 Hrs.	2533.0 Hrs.
Date: 12-1-06	Date: 12-08
REPLACEMENT: 200 Hrs. recommended (for extended Pneumatic System Life) and 500 Hrs. mandatory compliance per recommended TC holders maintenance manual.	

SUB-TOTAL



DATE: MAY 22, 2007  
TACH TIME: 2368.7

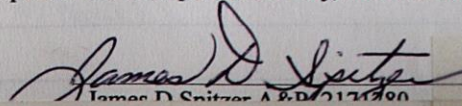
PIPER ARROW IV  
TOTAL TIME: 6883.2

S/N: 28R-8118046  
REG #: N83685

Removed worn Left Main Tire and installed new Condor Tire ( P/N 072-314-0 ) 6.00-6/6/120 and New tube (P/N 092-315-0 ). Cleaned, Inspected and repacked wheel bearings. Reinstalled assembly On aircraft, torqued and saftied wheel. Work completed per Piper PA-28 M.M. and Cleveland Wheel and Brake M.M..

The above described work is certified airworthy with respect to the work performed only, and this Aircraft Is approved for return to service at this time.

W/O # SAS-1064

  
James D. Spitzer A&P 2171780

DATE: JULY 7, 2007  
TACH TIME:

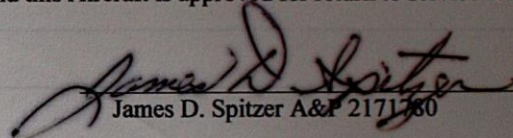
PIPER ARROW IV  
HOBBS TIME: 2531.1

S/N: 28R-8118046  
REG#: N83685

Rebuilt Left and Right Main Landing Gear Shock Struts by installing the following parts in each unit. 1 ea. 187-627 Wiper Ring, 1 ea. 462-034 'O' Ring, 1 ea. 484-799 'O' Ring, 2 ea. 67026-07 Strut Assembly Bearing, 2 ea. 751-369 Torque Link Bushing, and 1 ea. AN175-32 Torque Link Assembly Bolt and hardware. Serviced Strut with Mil-H-5606 Hydraulic Fluid and set strut level to manufacturer's limits with nitrogen. Work completed per Piper PA-28RT-201 M.M. .

I certify the repair described above to be Airworthy, and this Aircraft is approved for return to service for the above completed work only.

W/O # SAS-1069

  
James D. Spitzer A&P 2171780

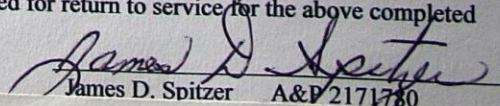
DATE: JANUARY 26, 2008  
TACH TIME: 2437.6  
HOBBS TIME: 2583.1

PIPER ARROW IV  
A.C.T.T.: 6952.1

S/N: 28R-8118046  
REG NO.: N83685

Performed a 100HR Inspection of this aircraft in accordance with F.A.R. 43 Appendix D and an approved checklist. Complied with Piper Service Letter 1611 para. 2(b) by inspection for cracks, none are noted at this time. Next inspection due 100 hrs from above A.C.T.T. at 7052.1. Removed Left and Right Main Landing Gear Retract Cylinders and rebuilt cylinders due to leaking. Installed new 'O' ring and lock tab inspected parts for corrosion or damage, none noted. Reinstalled cylinders on aircraft and performed 3ea. Landing gear retraction test and 1ea. Emergency Extension Checks. All checks performed per manufacturer's specifications. Rebuilt Nose Landing Gear Shock Strut, installed strut seal kit (P/N JMPRNS1) from J&M Aircraft Supply, lot # 0001873. Serviced Nose Strut with Mil-H-5606 and aired strut with nitrogen to manufacturer's height adjustment. Tested ELT I/A/W FAR 91.207(a-d) al checked normal. Battery is due replacement 6-08. Cleaned and serviced aircraft battery, cleaned fuel screen, inspected landing gear, wings, tail, empennage, flight controls and the overall condition of the Aircraft. Lubed Landing Gear and Flight Control Systems. Checked all Aircraft Lighting to be operational, all checked good at this time. Cleaned, inspected and re-packed wheel bearings. Inspected brakes and brake system for wear and leakage.

I certify that this Aircraft has been inspected in accordance with a 100 HR. Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service for the above completed work only.

  
James D. Spitzer A&P 2171780



1/26/08 6952.1 2437.6 Checked for new A.D. thru 2008-02. See aircraft records for complete A.D. Compliance. I certify this aircraft has been inspected FAW a 100hr/ANNUAL insp. & determined to be in airworthy condition at this time. Steve E. Ray A/P 2840331 FA

DATE: APRIL 12, 2008  
TACH TIME: 2445.5  
TOTAL TIME: 6960.0

PIPER ARROW IV  
HOBBS TIME: 2592.2

S/N: 28R-8118046  
REG NO.: N83685

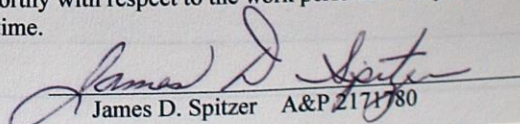
Complied with A.D. 2008-06-51, by inspection and check of the Precision Airmotive LLC, RSA-5 Fuel Injection Servo regulator cover servo plug for looseness and safety. Plug is tight in cover threads and gasket is in place. Plug is safety wired with .025 safety wire per manufacturers' specs. Inspection of the Aircraft log records indicates that the Engine was Overhauled October 20, 2005, at tach time 2160.6. At every oil change or within every 50 hours of engine run time, whichever occurs first, repeat this inspection and remedial steps in paragraphs (f) through (h)(9) of this AD. Next Oil Change DUE: 2487.6, or this AD is DUE by: 2495.5

Removed Airborne Vacuum Pump for mandatory replacement from date of manufacture of 6 years, to comply with Airborne Service Letter No.: 72. Installed OVERHAULED (P/N 211CC, S/N, 12674) Rapco Vacuum Pump by Airpower Accessories, dated 12-17-07, under W/O # 001757, by Bruce Taylor A/P 527825638. Completed Engine run-up and ops check of pneumatic system, all systems checked good at this time.

Removed fuel filter drain cup and inspected for cause of fuel leak. Replaced defective fuel bowl gasket (P/N 462-049) and leak checked fuel system, no defects noted at this time.

The above described work is certified to be Airworthy with respect to the work performed only, and this Aircraft is Approved for return to service at this time.

W/O # SAS-1080

  
James D. Spitzer A&P 2171780

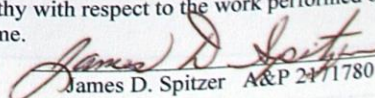
DATE: MAY 23, 2008  
TACH TIME: 2447.6  
TOTAL TIME: 6962.1

PIPER ARROW IV  
HOBBS TIME: 2594.3

S/N: 28R-8118046  
REG NO.: N83685

Complied with A.D. 2008-06-28R1, Applies to certain Avidyne Corporation Primary Flight Displays installed in airplanes. By inspection of this aircrafts maintenance records and physical inspection of the aircraft described above, this A.D. does not apply, for the reason of no such equipment of this kind is presently installed on this aircraft.

The above described work is certified to be airworthy with respect to the work performed only, and this Aircraft is Approved for return to service at this time.

  
James D. Spitzer A&P 2171780



TOTAL brought forward from previous page

A/C Piper / PA-28RT-201 N83685 Tach: 2478.9 Hobbs: 2627.7  
Removed defective TCI D120-P2-T encoder S.N. 587989 and Icarus serial  
converter. Installed new serviceable encoder listed below  
Transponder Make/Model King / KT-76A, S.N. 15970 in this A/C has  
been inspected IAW Title 14 CFR 91.413 and found to comply with the  
specifications of Title 14 CFR 43 App F.  
Altimeter Make/Model United / 5934PD-1A, S.N. 2B554,  
Encoder Make/Model ACK / A-30.8, S.N. 113057 and the  
Static System have been inspected IAW Title 14 CFR 91.411 and found to  
comply with the specifications of Title 14 CFR 43 App E.  
Details on file under MTSWO 80720D CRS TJJR625X  
Dan Fisher-Chief Inspector *Dan Fisher* Date 7-25-08  
Mobile Transponder Services, LLC. 8266-A Cessna Dr. Peyton, CO 80831

DATE: JULY 25, 2008  
TACH TIME: 2478.9  
A.C.T.T.: 6993.4

PIPER ARROW IV  
HOBBS TIME: 2627.7

S/N: 28R-8118046  
REG #: N83685

Replaced E.L.T. Battery with new ARTEX Battery Pack in to Narco ELT, Model ELT 10, S/N A12090  
and tested ELT I/A/W FAR 91.207(d). Next certification is due 7/25/2009. ELT Battery due replacement  
by 7/10.

The above described work is certified airworthy with respect to the work performed only, and this Aircraft  
is approved for return to service at this time.

*James D. Spitzer*  
James D. Spitzer A&P 2171780





DATE

SERVICE

TOTAL brought forward from previous page

Purchased  
Item:  
(P)

767-370

KIT SERVICE BULLETIN UPGRADE.



Genuine Piper Part

Date: 02/18/08

Rev: NC

Loc: 6641J05A

Shelf Life: Yes

Exp. Date: 3Q10

Cure Date: 3Q08

DATE: SEPTEMBER 13, 2008  
TACH TIME: 2502.5  
A.C.T.T.: 7017.0

PIPER ARROW IV  
HOBBS TIME: 2652.1

S/N: 28R-8118046  
REG #: N83685

Jacked aircraft for removal of right hand main landing gear actuator and installed Piper Service Bulletin Upgrade Kit, #767-370 with new O Rings, back-up rings and cylinder end cap and retainer. Cycled gear 6 times for normal operation and completed 1 Emergency Extension Check. Serviced Hydraulic Power Pac with Mil-H-5606 to proper level and removed aircraft from jacks. Work completed per Piper PA28RT-201 M.M..

The above described work is certified airworthy with respect to the work performed only, and this Aircraft is approved for return to service at this time.

James D. Spitzer A&P 2171780

DATE: 1 MARCH 2009  
TACH TIME: 2519.0  
HOBBS TIME: 2670.3

PIPER ARROW IV  
A.C.T.T.: 7033.5

S/N: 28R-8118046  
REG NO.: N83685

Completed a 100 Hour Inspection of this aircraft in accordance with FAR 43 Appendix D and the Piper Arrow Checklist. Cleaned and serviced aircraft main battery. Replaced left and right brake pads (P/N 66-105), serviced and bled brake system. Inspected landing gear, flight controls, wings and fuselage and the general condition of the airframe for any signs of defects and or damage. None noted at this time. Lubed flight controls and cables. Cycled Landing Gear thru three full retract and extension cycles and one emergency extension. Repaired broken wire at the left hand main landing gear down and lock switch. Operational check good at this time. Checked all aircraft lighting systems to operate, and all checked good. AD's checked thru 2009-04 and the AD List is in the Aircraft records. I certify that this Aircraft has been inspected in accordance with a 100 Hour Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service for the above completed work only.

Signed

James D. Spitzer

Certificate No. A&amp;P2171780

DATE: 1 MARCH 2009  
TACH TIME: 2519.0

PIPER ARROW IV  
TOTAL TIME: 7033.5

S/N: 28R-8118046  
REG NO.: N83685

Checked for new AD's thru 2009-04, See Aircraft records for complete AD Compliance. I certify that this Aircraft has been inspected in accordance with a 100/ANNUAL Inspection and was determined to be in an airworthy condition at this time.

Steve E. Piety

A&amp;P2840331 IA



DATE: 22 APRIL 2010  
TACH TIME: 2598.2

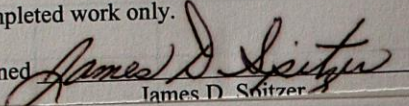
PIPER ARROW IV  
HOBBS TIME: 2753.7

REG No.: N83685  
S/N: 28R-8118046

Completed a 100 Hour Inspection of this Airframe in accordance with FAR 43 Appendix D and the Piper PA28 Checklist. Inspected landing gear, flight controls, wings and fuselage and the general condition of the airframe for signs of defects, damage and or corrosion, none noted. Lubed landing gear and flight controls and cables. Checked aircraft lighting interior and exterior, all check good at this time. Inspected wheels and tires, replaced nose wheel axle nut lock pin and cotter pin with new. Cleaned and serviced main aircraft battery. Removed Nose Gear Assembly and retract arms and retract actuator, cleaned, inspected, primed and painted nose gear components. Re-assembled using new hardware, bearings and bushings. See attached list of parts. Installed in aircraft, rigged and lubed nose gear, serviced nose strut with MIL-H-5606 and nitrogen to manufacturers' specs. Rebuilt retract actuator with new O rings and parts and installed. Completed retract and extension of the landing gear thru 4 cycles and 1 Emergency Extension Check. Adjusted engine lower cowl and nose gear doors for proper fit and alignment. A.D. List checked thru 2010-03 with no re occurring A.D.'s to comply with at this time

I certify that this Airframe has been inspected in accordance with a 100 Hour Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service for above completed work only.

Signed

  
James D. Switzer

Certificate No. A&P 2171780

DATE: 22 APRIL 2010  
TACH TIME: 2598.2

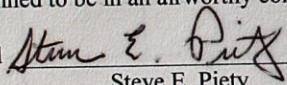
PIPER ARROW IV  
HOBBS TIME: 2753.7

REG No.: N83685  
S/N: 28R-8118046

A.D. List checked thru 2010-03 with no re occurring A.D.'s to comply with at this time. See Aircraft records for complete A.D. compliance.

I certify that this Airframe has been inspected in accordance with a 100 Hour/ Annual Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service.

Signed

  
Steve E. Piety

Certificate No. A&P 2840331 IA



**STEEL CITY**  
**AVIATION, LLC**

522 Skyway St  
Pueblo CO 81001

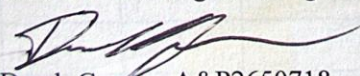
N83685

Date: 7-15-10

Hobbs: 2776.2

Tach: 2619.8

Removed hydraulic gear pump. Installed new hydraulic gear pump, s/n AH-12869. Installed new orings in the left, right and nose gear actuators. Serviced landing gear pump with hydraulic fluid. Performed gear swings. Ops check good at this time.

  
Derek Genova A&P2650718



A/C PIPER PA-28RT-201, N83685, Hobbs 2777.2  
Transponder Make/Model KING KI-76A, S.N. 15970, Tac 2620.7  
in this A/C, has been inspected IAW Title 14 CFR 91.413 and found to  
comply with the specifications of Title 14 CFR 43 App. F.  
Altimeter Make/Model UNITED 5934PD-1A, S.N. 28554  
Encoder Make/Model ACE A308, S.N. 113057  
and the static system have been inspected IAW Title 14 CFR 91.411 and  
found to comply with the specifications of Title 14 CFR 43 App. E.  
Details on file under MTSWO 00804, CRS TJJR625X  
Dan Fisher-Chief Inspector Dan Fisher, Date 8-2-2010  
Mobile Transponder Services, LLC, 8266-A Cessna Dr. Peyton, CO 80831

DATE: 20-DEC-2010

PIPER ARROW IV

REG NO: N83685

TACH TIME: 2662.6

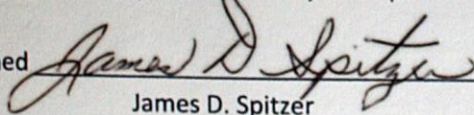
HOBBS TIME: 2820.5

S/N: 28R-8118046

Removed the following defective electrical rocker switches in center instrument panel and replaced with new. Master/Alternator switch (P/N 587-826), Fuel Pump switch (P/N 587-820), Landing Light switch (P/N 587-8 ), Pitot Heat switch (P/N 587-828), and Collision Light switch (P/N 587-829). Operational check completed with all systems operating satisfactorily. Work completed per the Piper PA-28, 28R M.M. and A.C. 43.13-1.

I certify that only the above described work was accomplished and inspected in accordance with the manufacturer's specifications and the current Federal Aviation Administration regulations, and was found to be in an airworthy condition and is approved for return to service at this time. Undersigned person is not responsible for any work performed after above date and time.

Signed

  
James D. Spitzer

Certificate No. A&P 2171780



SERVICE TIME SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING

DATE: 12-MAY-2011

TACH TIME: 2668.1

PIPER ARROW IV

HOBBS TIME: 2826.9

REG No. N83685

S/N: 28R-8118046

Completed a 100 Hour Inspection of this Airframe in accordance with FAR 43 Appendix D and the Piper PA-28 Checklist. Checked all exterior lights to be working. Repaired upper tail nav light to work. Clean and checked lower tail nav light to work. Installed new static wick on left hand flap at center (P/N DG SW10-96). Replaced worn static wick on right hand flap at center (P/N DG SW10-96). Replaced ELT Battery with new MERL (P/N BP1010), due replacement by 4-2013. Clean and inspect firewall fuel filter and installed new gasket (P/N 462-049) safety wired with .032 safety wire and complied with PIPER S.L. #1141, dated April 27, 2011. Next DUE at 2718.1 and/or (90 days) Aug 10, 2011. Replaced worn Nose Wheel Tire with NEW Michelin 5:00-5-6TT (P/N 071-312-0) and New Tube (P/N 092-308). Cleaned, inspected and repacked wheel bearings. Replaced Vacuum regulator filter (P/N ARB3-5-1) and Instrument air filter (P/N AAD9-18-1). Replaced Nose Gear UP Stop Bumper Assy. (P/N 37970-005) and Nose Gear Door bushing (P/N M6838517). Checked landing gear rigging and performed 3 complete gear retraction/extension cycles and an emergency extension with no faults noted. Gear warning horn and indication lights work to manufacturers' specifications. Inspected and lubed all control cables and pulleys. Right hand wing root aileron cable guide pulley is frozen. Removed pulley and cleaned rust from bushing and pulley, lubed and re-installed. Ops checked pulley to work freely. Checked and set control cable tensions per the Piper M.M. Greased Landing Gear and flight controls. Inspected landing gear, flight controls, wings and fuselage and the general condition of the airframe for signs of defects, damage or corrosion, none noted at this time.

A.D. list checked thru Bi-Weekly 2011-10, dated 09 MAY 2011.

I certify that this Airframe has been inspected in accordance with a 100 hour Inspection and was determined to be in an airworthy condition at this time, and is approve for return to service for the above completed work only.

Signed

*James D. Spitzer*  
James D. Spitzer

Certificate No. A&P 2171780

DATE: 5/12/2011

N NUMBER: 83685

S/N: 28R-8118046

TACH: 2668.1

HOBBS: 2826.9

T T: 7182.6

Annual inspection completed this date. Checked AD's thru 2011-10. AD 2010-15-10 control wheel shaft inspection due at 8/31/2011 or 100 hrs time in service from 8/31/2010. I certify this aircraft has been inspected in accordance with a 100 hr/ANNUAL inspection and determined to be in airworthy condition at this time.

*Steve E. Piety*  
Steve E Piety AP 2840331 IA

SUB-TOTAL this page

TOTAL Carry forward to next page







Pueblo Memorial Airport  
522 Skyway St  
Pueblo CO 81001

N83685

DATE: 05-30-2011

ADJUSTED SQUAT SWITCH IN ACCORDANCE WITH PIPER MAINTENANCE MANUAL.  
GEAR SWINGS AND SQUAT SWITCH FUNCTIONS NORMAL AT THIS TIME.

DEREK GENOVA A&P2650718

3/6/12 HDBS TACH 2922.0 2759.7 N83685 PIPER ARROW IV S/N 28R-8118046  
Removed defective GILL Battery and installed new  
Concorde RG35AXC Sealed Battery, C.M.M 24-30-71  
and Owner's Operator Manual Doc No. 5-D324 REV A  
dated February 23, 2011. Install complete per Owner  
Manual page 10. Installation Instructions. No  
revision of weight and balance is required.  
I certify that only the above described work was  
accomplished in accordance with the manufacturer  
and current FAR's, is airworthy and approved for  
return to service at this time.  
James D. Spry A&P 2171780



DATE: 14-JUNE-2012

TACH TIME: 2779.1

PIPER ARROW IV

HOBBS TIME: 2826.9

REG. No. N83685

S/N: 28R-8118046

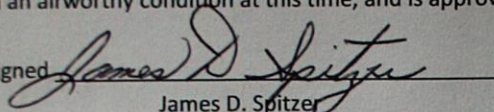
Completed a 100 Hour Inspection of this Aircraft in accordance with FAR 43 Appendix D and the Piper PA-28 checklist as a guide. Inspected Landing Gear, flight controls, wings and fuselage and the general condition of this airframe for signs of defects, damage and or corrosion, none noted. Lubed landing gear, flight controls, cables and pulleys. Checked interior and exterior lighting all checked good. Checked and serviced Main aircraft battery. Completed voltage check of ELT Battery, (14.54 volts) and completed ELT check I/A/W FAR 91.207(d). Battery Due replacement by April 2013. Completed Landing Gear retract check thru 3 cycles and performed an Emergency Gear Extension with satisfactory results. Gear warning horn and light indicators work to manufacturers specifications.

**A.D. 2010-15-10** – Complied with inspection of Control Wheel shaft per paragraph (e)(1)(3) of this A.D. No defects found at this time. No further action required at this time. A.D

A.D. list checked thru Bi-Weekly 2012-11, dated May21-June3, 2012. No new A.D. to comply with at this time.

I Certify that this Aircraft has been inspected in accordance with a 100 Hour Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service for the above described work only.

Signed

  
James D. Spitzer

Certificate No. A&P 2171780

DATE: 6/14/2012

N NUMBER: 83685

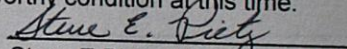
S/N: 28R-8118046

TACH: 2779.1

HOBBS: 2826.9

T T: 7293.6

100 hr/Annual inspection completed this date. Checked for new AD's thru 2012-11. Aircraft battery was previously replaced with Concorde RG35AXC, S/N 40488247. Installation was inspected and determined to be installed in accordance with STC SA0114WI and installation instructions. See form 337 this date. Weight and balance was revised and equipment list amended to reflect change. I certify this aircraft has been inspected in accordance with a 100 hr/ANNUAL inspection and determined to be in airworthy condition at this time.

  
Steve E Piety AP 2840331 IA

A/C Piper / PA-28RT-201

Tach: 2797.7 Hobbs: 2961.3

N83685

August 14, 2012

Transponder Make/Model King / KT-76A, S.N. 15970 in this A/C has been inspected IAW Title 14 CFR 91.413 and found to comply with the specifications of Title 14 CFR 43 App F.

Altimeter Make/Model United / 5934PD-1A, S.N. 2B554,

Encoder Make/Model ACK / A-30.8, S.N. 113057 and the

Static System have been inspected IAW Title 14 CFR 91.411 and found to comply with the specifications of Title 14 CFR 43 App E.

Details on file under MTSWO 20814

Dan Fisher-Chief Inspector

Mobile Transponder Services, LLC.

CRS TJJR625X

Date 8-14-2012

8266-A Cessna Dr. Peyton, CO 80831



DATE: 14-JUNE-2012

TACH TIME: 2779.1

PIPER ARROW IV

HOBBS TIME: 2826.9

REG. No. N83685

S/N: 28R-8118046

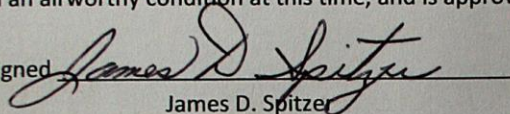
Completed a 100 Hour Inspection of this Aircraft in accordance with FAR 43 Appendix D and the Piper PA-28 checklist as a guide. Inspected Landing Gear, flight controls, wings and fuselage and the general condition of this airframe for signs of defects, damage and or corrosion, none noted. Lubed landing gear, flight controls, cables and pulleys. Checked interior and exterior lighting all checked good. Checked and serviced Main aircraft battery. Completed voltage check of ELT Battery, (14.54 volts) and completed ELT check I/A/W FAR 91.207(d). Battery Due replacement by April 2013. Completed Landing Gear retract check thru 3 cycles and performed an Emergency Gear Extension with satisfactory results. Gear warning horn and light indicators work to manufacturers specifications.

**A.D. 2010-15-10** – Complied with inspection of Control Wheel shaft per paragraph (e)(1)(3) of this A.D. No defects found at this time. No further action required at this time. A.D

A.D. list checked thru Bi-Weekly 2012-11, dated May21-June3, 2012. No new A.D. to comply with at this time.

I Certify that this Aircraft has been inspected in accordance with a 100 Hour Inspection and was determined to be in an airworthy condition at this time, and is approved for return to service for the above described work only.

Signed

  
James D. Spitzer

Certificate No. A&P 2171780

DATE: 6/14/2012

N NUMBER: 83685

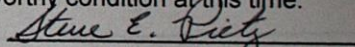
S/N: 28R-8118046

TACH: 2779.1

HOBBS: 2826.9

T T: 7293.6

100 hr/Annual inspection completed this date. Checked for new AD's thru 2012-11. Aircraft battery was previously replaced with Concorde RG35AXC, S/N 40488247. Installation was inspected and determined to be installed in accordance with STC SA0114WI and installation instructions. See form 337 this date. Weight and balance was revised and equipment list amended to reflect change. I certify this aircraft has been inspected in accordance with a 100 hr/ANNUAL inspection and determined to be in airworthy condition at this time.

  
Steve E Piety AP 2840331 IA

A/C Piper / PA-28RT-201

N83685

Tach: 2797.7 Hobbs: 2961.3

August 14, 2012

Transponder Make/Model King / KT-76A, S.N. 15970 in this A/C has been inspected IAW Title 14 CFR 91.413 and found to comply with the specifications of Title 14 CFR 43 App F.

Altimeter Make/Model United / 5934PD-1A, S.N. 2B554,

Encoder Make/Model ACK / A-30.8, S.N. 113057 and the

Static System have been inspected IAW Title 14 CFR 91.411 and found to comply with the specifications of Title 14 CFR 43 App E.

Details on file under MTSWO 20814

CRS TJJR625X

Dan Fisher-Chief Inspector

Date 8-14-2012

Mobile Transponder Services, LLC.

8266-A Cessna Dr. Peyton, CO 80831



10/7/12		2831.8	Removed Left and Right Main Gear tires.
	Hobbs	2996.4	Replaced w/ Michelin 6.00X6-8 ply 1120 S/n 2017500296 & 2018500248 along with (2) Michelin tubes P/N 092-315-0. Checked brake pads and reassembled. Bled brake lines and retracted & extended landing gear three times, checked emergency gear extension. All operated satisfactory.
			Dale Hughes 3263750
1-16-13	tach	2876.3	Replaced starter solenoid with Piper Part number 584-460. Operation checked good. Removed alternator and replaced brushes and bearings reinstall and operation checked good and in limits Jan A.H. Christ A/P 2517040
2/10/13			Replaced brake plunger O-rings MS28775-222 both sides. Bled brake lines & replenished fluid reservoir.
			Dale Hughes 3263750



DATE: 05-AUGUST-2013  
TACH TIME: 2948.9

PIPER ARROW IV  
HOBBS TIME: 3117.1

REG. No. N83685  
S/N: 28R-8118046

Completed a 100 Hour Inspection of this Aircraft in accordance with FAR 43 Appendix D and the Piper PA-28 checklist as a guide. Inspected Landing Gear, flight controls, wings and fuselage and the general condition of this airframe for signs of defects, damage and or corrosion, none noted. Lubed landing gear, flight controls, cables and pulleys. Checked interior and exterior lighting all checked good. Checked and serviced Main aircraft battery. Completed voltage check of ELT Battery, (14.54 volts) and completed ELT check I/A/W FAR 91.207(d). New Battery Due replacement by April 2015. Completed Landing Gear retract check thru 3 cycles and performed an Emergency Gear Extension with satisfactory results. Gear warning horn and light indicators work to manufacturers specifications. Adjusted Prop Control Cable to contact High R.P.M. stop on Prop Governor to reach full R.P.M. of 2700. Adjusted Mixture Control to contact FULL RICH Stop on Fuel Injector Servo and to move full aft to idle cut-off and past the lock out gate on the pedestal. Lubed all engine control cables for freedom of movement. Complied with the following AD's:

**AD 2013-02-13** – Horizontal Stabilator Control system cable assembly failure. Inspected per Piper S.B. 1245A dated November 28, 2012, para. 1 thru 10. Clean, Inspected and coated with preventive No defects noted at this time. Next inspection due at an interval not to exceed 2,000 operating hours (4948.9) or 7 calendar years (8-2020) time-in-service, whichever occurs first.

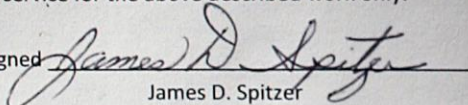
**AD 81-11-02R1** – Oil Drain Valve clearances between nose gear retract mechanism. Checked good at this time.

**AD 82-06-11R1** – Inadvertent retraction of the Nose Landing Gear per Piper S.B. 742A, dated April 20, 1982. Parts I and II as applicable. No defects noted and Nose gear rigging is to manufacture's specs.

A.D. list checked thru Bi-Weekly 2013-16, dated 7/29/2013 – 8/11/2013. No new A.D. to comply with at this time.

I Certify that this Aircraft has been inspected in accordance with a 100 Hour Inspection per the current Federal Aviation Regulations and was determined to be in an airworthy condition at this time, and is approved for return to service for the above described work only.

Signed

  
James D. Spitzer

Certificate No. A&P 2171780

N83685

Piper PA-28RT-201

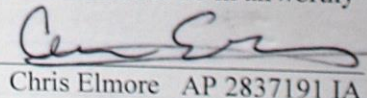
August 05, 2013

Tach time: 2948.9

S/N 28R-8118046

Total Time: 7463.4

Checked for new AD's Thru 2013-14. AD 2013-02-13 has been complied with. No other new AD's apply to this aircraft this date. I certify that this aircraft has been inspected in accordance with a 100hr/ANNUAL inspection and is determined to be in airworthy condition at this time.

  
Chris Elmore AP 2837191 IA



DATE

TOTAL  
TIME  
IN  
SERVICETACH  
RECORDING  
METER  
TIME

TOTAL brought forward from previous page

3-5-15 Tach 3040.8 checked control systems checked  
landing gear & retract systems serviced brakes Hyd system  
charged battery Installed Skytech starter & adjust wab.

I CERTIFY THAT THIS Aircraft HAS  
BEEN INSPECTED IN ACCORDANCE WITH  
AIA Annual INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY  
CONDITION. DATE 3-5-15 Tach 3040.8

Dale Logsdon IA 3384748

7-1-17 Tach 3074.3 checked landing gear system checked  
control systems charged & serviced battery serviced Hyd. systems  
ELT Batt due 8-19

I CERTIFY THAT THIS Aircraft HAS  
BEEN INSPECTED IN ACCORDANCE WITH  
AIA Annual INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY  
CONDITION. DATE 7-1-17 Tach 3074.3

Dale Logsdon IA 3384748

1-25-18 Tach 3134.5 Installed new clutch washer in  
electric elevator trim motor. Dale Logsdon AIP 3384748

9-9-19 Tach 3157.5 checked & Lubed landing gear  
checked control systems serviced struts Replaced ELT  
Batt. Dur Sept. 21

I CERTIFY THAT THIS Aircraft HAS  
BEEN INSPECTED IN ACCORDANCE WITH  
AIA Annual INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY  
CONDITION. DATE 9-9-19 Tach 3157.5

Dale Logsdon IA 3384748

SUB-TOTAL this page



TOTAL brought forward from previous page

N Number- N83685

Hobbs- 3344.9

01/21/2020. Refurbished interior fabrics on seats and side panels. Weight and Balance negligible. See list below for burn certificate references for the materials installed. Burn certificates supplied to aircraft owner or operator.

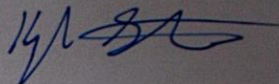
CC Aviation LLC  
CC Aviation LLC  
Skandia

Test Report #68871  
Test Report #79101  
Work Order #308034-16

07/11/2016  
01/11/2018  
05/17/2016

Aircraft approved for return to service for the work listed above.

Kyle W. Stoup AP 3252238 IA



7/28/20

Replaced Piper Seat Adjustment Spring  
L+R w/ McFarlane MC587-404  
Dale Hughes 3263750

5/22/21

Replaced Main Tires w/ Michelin 6.00-6/8/120  
and Aero Classic 6.00-6 Tires PN: GL-602B; Cleaned,  
inspected, and repacked wheel bearings. Replaced  
brake pads w/ Rapco PN: 06-16955. Replaced  
Nose wheel tire and tube w/ Michelin 5.00-5/6/120  
and Aero Classic PN: GL506TB respectively. Cleaned,  
inspected, and repacked Nose wheel bearings.  
Dale Hughes 3263750



DATE SERVICE TOTAL brought forward from  
7-21-21 Tach 3202.2 checked control systems checked  
landing gear serviced struts brakes & Hydraulic Power Pack

I CERTIFY THAT THIS Aircraft HAS  
BEEN INSPECTED IN ACCORDANCE WITH  
AN Annual INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY

CONDITION. DATE 7-21-21 T.T. 3202.2

Rob Logsdon IA3384748



## LOG ENTRY

REPAIR STATION #: OMKR399L  
EASA 145.5994  
13251 E. CONTROL TOWER ROAD  
ENGLEWOOD, CO 80112  
(303) 799-8906

30 July 2021

Tach: 3207.1

(N83685) Straight Flight Inc has performed the following:

1) Removed P/N RG35AXE S/N 40488247 and replaced with new P/N RG35AXE S/N 41138265. Operational Check satisfactory.

### Release Statement:

Straight Flight Inc hereby certifies that all the above modifications, repairs and/or maintenance have been accomplished in accordance with Straight Flight Inc Inspection Procedure Manual, and 14 CFR's governing the operation of this equipment and referencing the standard practices in AC43.13-1B (current revision), all required drawings, and the standard practices in the Piper PA-28RT-201 Maintenance Manual. In respect to the work mentioned above, the aircraft has been approved for return to service. Information on these repairs, maintenance and/or modifications are on file under project# 10486.

R. Allen Noel

R. Allen Noel, Chief Inspector, Straight Flight Inc, FAA CRS #OMKR399L

10-4-22 Tach 3228.1 checked Control systems checked  
gear retract system Serviced brakes & power pack Replaced  
ELT Battery & checked operation Batt. Due Nov. 24.

I CERTIFY THAT THIS Aircraft HAS  
BEEN INSPECTED IN ACCORDANCE WITH  
AN Annual INSPECTION AND WAS  
DETERMINED TO BE IN AIRWORTHY

CONDITION. DATE 10-4-22 T.T. 3228.1

Rob Logsdon IA3384748



TOTAL brought forward from previous page

3/1/24

3238.8

Aircraft inspected with m/m inspection checklist.

Checked & lubed all flight controls.

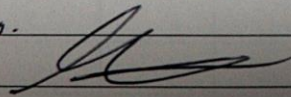
Cleaned & packed wheel bearings.

Completed gear retraction.

Replaced steering arm bushings.

Adj nose gear & gear doors.

I certify this aircraft has been inspected with an annual inspection & was determined to be in airworthy condition.



Gary Halton AIP 2212022IA

End

9/23/24

AD2024-10-04 does not apply to make / model but inspected L and R wing spar attachment fittings.

Found spar attachments in compliance. Loose fitting on L spar attachment. Tightened and reinstalled cover(s). No visible corrosion present.

Dale Hughes 3263750