

(2)

AIRCRAFT DESCRIPTION

Registration No. N8460A
Model: PA-34-220T Popular Name: Seneca III
Serial No.: 34-8233019 Type Certificate No.: A750

MOUNTAIN FLIGHT SERVICE INC.

P.O. Box 772849, Steamboat Springs, CO 80477 (970)879-0936 Fax (970)879-7777

**N8460A Piper PA34-220T S/N 34-8233019 HobbsTime 3164.4
9-18-97**

Complied with a 100 Hour / Annual inspection in accordance with the Piper PA-34-220T Maintenance Manual. Replaced pilots map light bulb (GE1414). Replaced left main tire and balanced. Replaced left main gear door outboard rod end. Replaced both main gear door hinges and pins. Replaced left main gear drag brace pivot pin and bushing. Replaced both main gear brake discs and all brake pads. Resealed both main gear brake calipers and bled brake system. Serviced brake reservoir. Resealed right main gear strut and serviced both main struts. Emergency and normal landing gear extension and retraction test performed. tested Emergency locator beacon in accordance with FAR 91-207, no defects noted, replacement date 7-98. Reinstalled oxygen gage glass cover. Replaced both engine air intake filters. Replaced both engine intercooler intake ducts. Complied with AD# 82-07-03 Heater decay test by pressure and visual inspection, no defects noted. Heater hobbs time 1462.6. AD # 97-01-01C does not apply due to aircraft serial number. Airworthiness Directives are current through this date. I certify that this aircraft has been inspected in accordance with an Annual Inspection and has been determined to be in an airworthy condition and is approved for return to service. James R. Szabo A&P 154541311

James R Szabo FA

MOUNTAIN FLIGHT SERVICE INC.

P.O. Box 772849, Steamboat Springs, CO 80477 (970)879-0936 Fax (970)879-7777

**N8460A Piper PA34-220T S/N 34-8233019 HobbsTime 3346.6
10-9-98**

Complied with a 100 Hour / Annual inspection in accordance with the Piper PA-34-220T Maintenance Manual. Serviced brake reservoir. Serviced hydraulic power pack. Replaced nose gear tire. Replaced right main gear tire. Replaced all brake pads. Emergency and normal landing gear extension and retraction test performed. Replaced Emergency locator beacon battery. Tested Emergency locator beacon in accordance with FAR 91-207, no defects noted, replacement date 11/2000. Replaced both engine deice brushes. Removed and replaced wet compass, p/n PAI700. Removed and replaced right voltage regulator and paralleled. Replaced both engine air intake filters. Complied with AD# 82-07-03 Heater decay test by pressure and visual inspection, no defects noted. Heater hobbs time 1562.6. Lubricated aircraft. Airworthiness Directives are current through 98-20. I certify that this aircraft has been inspected in accordance with an Annual Inspection and has been determined to be in an airworthy condition and is approved for return to service. James R. Szabo A&P 154541311

James R Szabo

Date	Aircraft	Reading
MOUNTAIN FLIGHT SERVICE INC.		
P.O. Box 772849, Steamboat Springs, CO 80477 (970)879-0936 Fax (970)879-7777		
N8460A Piper PA34-220T S/N 34-8233019 HobbsTime 3396.5		
11-2-99		
Complied with a 100 Hour / Annual inspection in accordance with the Piper PA-34-220T Maintenance Manual. Serviced brake reservoir. Serviced hydraulic power pack. Serviced tires. Replaced one propeller deice harness on the left prop. replaced right nacelle light bulb. Replaced left recognition lamp. Replaced vacuum relief filters. Emergency and normal landing gear extension and retraction test performed. Replaced Emergency locator beacon battery. Tested Emergency locator beacon in accordance with FAR 91-207, no defects noted, replacement date Replaced both engine air intake filters. Heater hobbs time 1584.5. Lubricated aircraft. Complied with AD#98-04-27 and AD#99-14-01 by insertion of AD into AFM. AD#99-05-09 is not applicable because bracket air filters are installed. Airworthiness Directives are current through 99-23. I certify that this aircraft has been inspected in accordance with an Annual Inspection and has been determined to be in an airworthy condition and is approved for return to service. James R. Szabo A&P 154541311 <i>James R. Szabo</i>		

Date	Aircraft	Reading
MOUNTAIN FLIGHT SERVICE INC.		
P.O. Box 1612, Steamboat Springs, CO 80477 (970)879-0936 Fax (970)870-8986		
N8460A Piper PA34-220T S/N 34-8233019 Aircraft Total Time 3482.2 HobbsTime 3482.2 3-1-01		
Complied with a 100 Hour / Annual inspection in accordance with the Piper PA-34-220T Maintenance Manual. Serviced brake reservoir. Serviced hydraulic power pack. Emergency and normal landing gear extension and retraction test performed. Serviced mainship battery. Tested Emergency locator beacon in accordance with FAR 91-207d, no defects noted. ELT battery was replaced 8-12-00, next replacement date 9/2002. Removed left engine p/n TSIO-360-KB1 s/n 315260 and installed a factory remanufactured zero time engine p/n TSIO-360-KB1 s/n 811412-R. Removed right engine p/n L TSIO-360-KB s/n 314275 and installed a factory remanufactured zero time engine p/n L TSIO-360-KB1 s/n 812136-R. Replaced both engine air intake filters. Replaced left and right engine flexible fluid carrying lines. Replaced right engine tach transducer. Replaced all elastomeric engine mounts. Removed and reinstalled propeller governors after overhaul. Repaired baffling as needed. Reinstalled and repaired Tanis heaters as necessary. Cleaned and repainted engine mounts as necessary. Replaced two rubber mounts on the left engine airbox. Repaired airbox brackets. Alternators, Starters, Magnetos, and exhaust systems all came with engines from TCM. Resealed left and right brake calipers and bled system. Cleaned and resealed fuel bowls. Secured heater ducts under floorboards. Complied with AD# 96-20-07, Heater decay test by pressure and visual inspection, no defects noted. Heater hobbs time 1626.4. Lubricated aircraft. Airworthiness Directives are current through 2001-05. I certify that this aircraft has been inspected in accordance with an Annual Inspection and has been determined to be in an airworthy condition and is approved for return to service. James R. Szabo A&P 154541311		

Date

Reason

Useful Lo

N 8460A

-1,000	-1000	10,000	10000
0	10	12,000	11980
500	505	14,000	13990
1,000	1000	16,000	16000
1,500	1520	18,000	18000
2,000	2020	20,000	19995
3,000	3030	22,000	21980
4,000	4030	25,000	24950
6,000	6030	30,000	29980
8,000	8030	35,000	

TriStar Aviation, LLC Repair Station No. T3RR881N

Tested by Steve L. BottomDate 5/26/01 S/N ATC 600A W/O# 0579

N 8460A Tests and inspections required by FAR 91.217, 91.411, and 91.413 (Part 43, App. E&F) have been performed as follows:

Static system(s) test 5-26-01Alt #1 United Inst. Cert. By S. Bottom S/N ATC 600AAlt #2 — Cert. By — S/N —tested to 30,000 ft. Encoder tested to 30,000 ft.Transponder(s) #1 KT 76A #2 —Serial No(s) #1 26386 #2 —Pertinent details are on file under W.O. 0579dated 5/26/01.

TriStar Aviation, LLC - T3RR881N
Grand Junction, CO

Signature

Steve L. Bottom

07/02/01 Airframe Entry N8460A Hobbs 3505 ACTT 3505

C/W AD 01-08-01 Amend 39-12178 Pressure test fuel pressure
and shutoff valve. pressure tested pre JanAero Devices S/B A-107

No leaks noted.

Chris Pyle
Chris Pyle

Chief Inspector OU1R387K

March 11, 2002 Hobbs 3503.0

Conducted a 100hr Annual inspection per Piper Form. Replaced both
main gear tire's with new. Replaced All brake linings & O Rings with
new. C/w A/O 93-24-14 Bolt and stack Replacement - next Due 4083
Adjusted 1st gear down switch, retraction test etc.

I CERTIFY THAT THIS Aircraft HAS BEEN
INSPECTED IN ACCORDANCE WITH

4(N) Annual INSPECTION, AND WAS
DETERMINED TO BE IN AIRWORTHY CONDITION

SIGNATURE: Chris Pyle DATE: March 11, 2002

ASP NO.: 2072963 I.A.

N# 8460A

DATE: 7-10-02

TACH: 3668.8

WO#. 11290

Completed Altimeter, Static, Transponder and Altitude Reporting system tests and inspections as required by FAR'S 91.411, 91.413 and found systems to meet the requirements of Paragraph C Appendix E and F of part 43 to 25,000..... MSL. as required each 24 calendar month.

Encoding Altimeter: P/N. AR500

S/N. 23300

Transponder P/N. KT176A

S/N. 26386

Altimeter P/N. 5934PAD-1

S/N. 4A534

Signature: Chris Pyle

Approved for return to service;

FAA. Rep. Sta. # OUIR387K

The Pennsylvania State University

University Park Airport

2715 FoxHill Road, State College, PA. 16803

SCALE ERROR

- 1,000	<u>-20</u>
0	<u>-10</u>
500	<u>0</u>
1000	<u>-15</u>
1500	<u>0</u>
2000	<u>-5</u>
3000	<u>-10</u>
4000	<u>0</u>
6000	<u>+5</u>
8000	<u>+10</u>
10000	<u>-20</u>
12000	<u>+20</u>
14000	<u>+20</u>
16000	<u>-10</u>
18000	<u>-10</u>
20000	<u>-25</u>
25000	<u>-40</u>
30000	<u>X</u>
35000	<u>X</u>

CASE LEAKAGE -30 FT.

Hysteresis

TEST #1 0

TEST #2 +10

AFTER EFFECT +25

I certify that this Altimeter, P/N. 5934PAD-1
S/N. 4A534, has been tested as required
14CFR91.411 and was found to meet the requirements
of paragraph C, Appendix E of part 43 to
25,000 feet MSL.

Altimeter Location; Pilot

Signature; Chris Pyle

March 5, 2003 Tack 3725.0

conducted a 10 hr Annual inspection per piper
form. Replaced All brake lining. Replaced E.L. Battery / Detail April
Restriction test c/w all ch'd ok. Aircraft Lub'd per chart.
Heater decay test c/w See Airparts w.o. cleaned de-ice valves

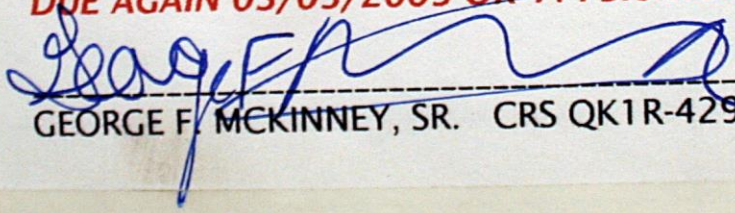
I CERTIFY THAT THIS AIRCRAFT HAS BEEN
INSPECTED IN ACCORDANCE WITH
(11) Annual INSPECTION AND WAS
DETERMINED TO BE IN AIRWORTHY CONDITION
SIGNATURE: Alan Bailey DATE: March 5, 03
AIP NO. 2072968

AIRPARTS OF LOCK HAVEN INC.
Wm. T. Piper Airport, Hangar #3
Lock Haven, PA 17745
CRS #QK1R-429K
Date: March 3, 2003

PIPER SENECA PA34-220T - SN: 34-8233019 - N8460A

PERFORMED COMBUSTION TUBE TEST . PASSED (7 PSI REMAINING).
HEATER PN B-3040/PN 90D38-1, SN: 05811054.
PERFORMED AIR TEST SWITCH. FOUND UNIT WORKING OK.
BOTH UNITS RETURNED TO SERVICE.
C/W AD 96-20-07 HEATER DECAY TEST AND AIR SWITCH.

DUE AGAIN 03/05/2005 OR 1775.0 HOURS.


GEORGE F. MCKINNEY, SR. CRS QK1R-429K

AIRFRAME LOG
W/O #5982

N8460A
HOBBS: 3918.4

S/N 34-8233019
4/23/04

Installed ADF KR-87 receiver S/N 5294 after vendor repair. Ops checked okay.

Performed aircraft compass swing. Compass is operating normally and within specifications.

Fabricated installed belly inspection panel.

AD 2004-08-15 Goodrich TAWS 8000 (**AD 2003-13-08** Goodrich alert **SB A117**). N/A Equipment not installed.

PAGE TWO OF TWO

CHEYENNE AIR SERVICE
325 AIRPORT ROAD
WASHINGTON PA 15301
PH. 724-228-6400 FAX 724-228-6448

MAINTENANCE RELEASE

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

PERTINENT DETAILS OF THE REPAIR ARE ON FILE UNDER WO# 5982 DATE 4/23/04.

SIGNED

[Signature]

A&P

2706862

FOR CHEYENNE AIR SERVICE



AIRFRAME LOG
W/O #5982

N8460A
HOBBS: 3918.4

S/N 34-8233019
4/23/04

325 Airport Road
Washington, PA 15301
(724) 228-6400
Fax (724) 228-6448
custservice@cheyenneairservice.com

C/W 2 YR Pitot/static and XPNDR altitude reporting test and inspection per FAR 91.411 and Appendix E of Part 43;
Altimeter(s) tested to 30,000 feet. Air data computer test and inspection per FAR 91.411 and Appendix E of Part 43. Air data computer tested to 30,000 feet. XPNDR test and inspection per FAR 91.413 and Appendix F of Part 43.

Auto pilot wanders. Tensioned aileron cables and roll servo cables. Replaced **Left and Right** aileron rod ends and bolt. Installed overhauled KS271 roll servo S/N 8419, removed S/N 9784. Ground ops check of autopilot operation normal.

PAGE ONE OF TWO

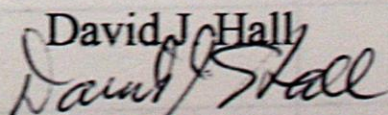
Nov. 19, 2008

N8460A

Removed flight controls from aircraft. Chemical strip entire aircraft to bare metal. Etch, prime and paint with polyurethane enamel. White – U1528 (Sterling), Deep Red – 7678 (Dupont) and Gamma Grey – WP00306 (Acry-glo). Balance checked flight controls I/A/W Piper Seneca II Maintenance manual, Chapter 4, table IV, revised 8-10-80. Install flight controls. Sewed and installed new window curtains utilizing G. Baker Steeves Corp. fabric: Space Earth Piece # S1664DL # 77356. Burn test performed I/A/W Far 25.853(a) Appendix F Part 1 (a), (1), (ii). Passed. Signature: Cordis L. (Corky) Watts. DERT-511227-CE dtd. 7/7/05. See ACI flame test.-----

-----END-----

David J. Hall



A2074044

BAILEY'S AIRCRAFT SERVICE

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

PIPER PA-34-220T

HOBBS 3915.5

AIRCRAFT LOG N8460A

DATE MARCH 25 2004

- CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM . REPLACED BOTH MAIN GEAR TIRES WITH NEW , CLEANED AND LUB,D ALL WHEEL BEARINGS .REPLACED ALL BRAKE LININGS , REPLACED O RINGS IN BRAKE CAL . SERVICED BRAKES WITH FLUID . INSTALLED CLAMP ON VENTAIRHOSE (INLET) . RETRACTION TEST C/W , SERVICED POWER PACK WITH FLUID.
- INSTALLED NEW BUSHINGS ON ELEVATOR TRIM DRUM . SERVICED BATTERY . LUB,D AIRCRAFT PER CHART. FUEL FLOW GAGE REMOVED AND CHECKED , CAL CK,D OK. INSTALLED SAME
- CLEANED VENT LINES . VOLTAGE REGULATORS REMOVED CK,D AND SET TO 14.5 INSTALLED .

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN
ACCORDANCE WITH A ANNUAL INSPECTION , AND WAS
DETERMINED TO BE IN A AIRWORTHY CONDITION .

SIGNATURE *Alan Bailey*
DATE MARCH 25/04
A/P 2072968 IA

March 12/05	4010.0	c/w S/B 1146	on Fin spar meets minimum edge distance requirements. S/B 1123A nose gear.	
Total To Carry Forward				

Alan L Bailey I.A. 2072968

ALTIMETER SYSTEM & ALTITUDE REPORT
EQUIPMENT TESTS & INSPECTIONS REQUIRED
F.A.R. PART 91.411 & 413 HAVE BEEN PERFORMED.
THE ALTIMETER HAS BEEN TESTED TO

25000 FT. DATE 3-10-05

SIGNED *Alan Bailey*

KEYSTONE INSTRUMENTS, INC.
F.A.A. REPAIR STATION NO. BX1R050K
INSTRUMENTS CLASS 1 2 3 & 4
SPECIALIZED SERVICES

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4010.0

AIRCRAFT LOG N8460A

DATE MARCH 12/05

- CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM . CHECKED CONTROLS , CABLES AND ATTACHMENTS. LUB,D CONTROLS . REPLACED AN/7-35 BOLT IN NOSE GEAR DRAG LINK PER A/D 93/244-14. JACKED AIRCRAFT C/W RETRACTION TEST OK. REPLACED E.L.T. BATTERY. REPLACED VAC REGULATOR FILTERS , INSTRUMENT AIR FILTER. HEATER DECAY TEST PER A/D 01-17-13. / C/W . C/W S/L 1146 AND S/L 1123A ON NOSE GEAR MOUNTS , BOTH CHECKED OK .

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN
ACCORDANCE WITH A ANNUAL INSPECTION , AND WAS
DETERMINED TO BE IN A AIRWORTHY CONDITION .

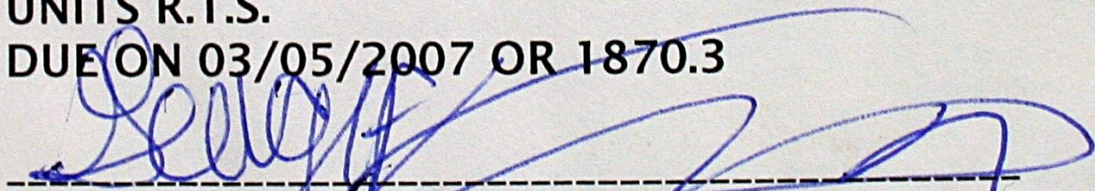
SIGNATURE *Alan L Bailey*
DATE MARCH 12/05
A/P 2072968 IA

AIRPARTS OF LOCK HAVEN INC.
1084 E. Water St., PO Box 418
Wm. T. Piper Airport, Hangar #3
Lock Haven, PA 17745
CRS #QK1R-429K
Date: March 14, 2005

PIPER SENECA PA34-220T, SN: 34-8233019
N8460A AIRCRAFT HRS. 4010.0

AD2004-21-05—PERFORMED COMBUSTION
TUBE TEST. PASSED ~ 6psi REMAINING.
PERFORMED AIR SWITCH TEST. TESTED OK.
FOUND BOTH UNITS WORKED OK. BOTH
UNITS R.T.S.

DUE ON 03/05/2007 OR 1870.3



GEORGE F. MCKINNEY, SR. CRS QK1R-429K

BAILEY'S AIRCRAFT SERVICE

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

814-359-2645

PIPER PA-34-220T TIME 4155.0

AIRCRAFT LOG N8460A

DATE MARCH 31/06

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. REPLACED ALL BRAKE LININGS, REPLACED MAIN GEAR WHEEL BEARINGS. REPLACED ALL HYD GEAR HOSE'S WITH 303-4 HOSE'S. JACKED AIRCRAFT C/W RETRACTION TEST OK. RT DE-ICE VALVE 1H43-20 OVERHAULED BY AERO ACCESSORIES, LT CLEANED. REPLACED VAC REGULATOR FILTERS. SYSTEM CHECKED OK., C/W A/D,S 96-12-07 RT ENG ,05-13-16 GEAR.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan L Bailey*
DATE MARCH 31/06
A/P 2072968 IA

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4184.1

AIRCRAFT N8460A

DATE 8/25/ 2006

REMOVED EGT GAGE ,CALIBRATED AT KEYSTONE INST., INSTALLED SAME. JACKED AIRCRAFT REPLACED LT GEAR DOWN SWITCH P/N CA67411-002. COMPLIED WITH SERVICE BULLETIN # 1161. INSTALLED KITS 767-397 , 767-398 . RIB REPAIR. RECURRING INSPECTION ELIMINATED.CHECKED LANDING GEAR FUNCTION ,CHECKED OK.

Alan L Bailey A/P 2072968 I/A

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4220.0

AIRCRAFT LOG N8460A

DATE MARCH 30/07

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. REPLACED ALL BRAKE LININGS, LUBED WHEEL BEARINGS. REPLACED MAIN GEAR TIRES. REPLACED LT WING NAV BULB. REPLACED E.L.T. BATTERY. CLEANED FUEL BOWLS. HEATER FUEL VALVE CHECKED, COMPLIED WITH HEATER DECAY TEST. JACKED AIRCRAFT C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SYSTEM CHECKED OK. ,C/W A/D,S 96-20-07 ,05-13-16 GEAR.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan L Bailey*
DATE MARCH 30/07
A/P 2072968 IA

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4230.0

AIRCRAFT N56231

DATE AUG 21/07

REPLACD BAGGAGE DOOR SLIDE, AND CABIN DOR SLIDE STOP.REPLACED NOSE GEAR SHIMMY DAMPNER.

SIGNED *Alan L Bailey* A/P 2072968 I/A

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4338.0

AIRCRAFT LOG N8460A

DATE APRIL 01/2008

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. HEATER FUEL VALVE CHECKED. SERVICED BRAKES. JACKED AIRCRAFT C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SYSTEM CHECKED OK. ,C/W A/D,S 05-15-10 ,05-13-16

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE Allen L. Bailey
DATE APRIL 01/2008
A/P 2072968 IA

8-8-08 Hobbs: 4372.5

SENECA II N 8460A

Repair broken wires to manual electric trim switch.

Calib. KI-203 SW 13983 V-2 ind. & verify NAV-1 calib. OK.

Calib V-CARD COMPASS & KCS-55A COMPASS SYSTEM.

REF. WLO 13928

LANCASTER AVIONICS INC

LANCASTER AIRPORT

LITITZ, PA 17543

DATE 8-8-08

CERTIFICATE NO. LN7R261N

SIGNED James Good

AIRCRAFT LOG

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4412.3

AIRCRAFT LOG N8460A

DATE MAY 11/2009

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. REPLACED LT BRAKE LINING, SERVICED BRAKES. JACKED AIRCRAFT ,CLEANED AND LUB,D ALL WHEEL BEARINGS , REPLACED NOSE WHEEL BEARINGS . C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. REPLACED AIRCRAFT BATTERY WITH NEW. ,C/W A/D,S 96-12-07 / 96-20-07/ 05-13-16 .

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE Alan Z Bailey
DATE MAY 11/2009
A/P 2072968 IA

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T TIME 4497.3

AIRCRAFT LOG N8460A

DATE MAY 14/ 2010

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. REPLACED ALL BRAKE LINING, SERVICED BRAKES. JACKED AIRCRAFT . C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SERVICED AIRCRAFT BATTERY . ,C/W A/D,S 05-13-16 .

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE Alan Z Bailey
DATE MAY 14/2010
A/P 2072968 IA

Cheyenne
Air

CORPORATE AIRCRAFT MAINTENANCE

325 Airport Road
Washington, PA 15301
(724) 228-6400
Fax (724) 228-6448
custservice@cheyenneairservice.com

AIRFRAME LOG
W/O #8116

N8460A
HOBBS: 4574.8

S/N 34-8233019
01/19/11

Replaced auto pilot roll servo with overhauled unit; installed S/N 4725, removed S/N 8419. C/W Ops. check.

Resecured **Right** alternator voltage regulator bus terminal and adjusted voltage regulator and balanced system. C/W Ops. check.

PAGE ONE OF ONE

CHEYENNE AIR SERVICE

325 AIRPORT ROAD

WASHINGTON PA 15301

PH. 724-228-6400 FAX 724-228-6448

MAINTENANCE RELEASE

THE AIRCRAFT, AIRFRAME, ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE FOR THE WORK PERFORMED. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WO#8116 DATE 01/19/11.

SIGNED

FOR APPROVED REPAIR STATION GW1R181K

BAILEY'S AIRCRAFT SERVICE

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

PIPER PA-34-220T TIME 4550.0

AIRCRAFT LOG N8460A

DATE NOV 24/2010

No.

REPLACED BOTH MAIN GEAR TIRES, LUBED WHEEL BEARINGS. CHECKED BRAKE LINING, OK.

Alan L. Bailey

ALAN L. BAILEY IA 2072968 AP

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4590

AIRCRAFT LOG N8460A

DATE JAN 5/2011

JACKED AIRCRAFT REMOVED RT GEAR DOWN INDICATOR SWITCH, INSTALLED NEW SWITCH. RETRACTION TEST OK. REMOVED FROM JACKS. / AIRCRAFT RETURNED TO SERVICE.

Alan L. Bailey

AP2072968 A/I

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4595

AIRCRAFT LOG N8460A

DATE JAN 10/2011

REPLACED BOTH VOLTAGE REGULATORS WITH NEW. REPLACED LEFT ALTERNATOR WITH NEW. REPLACED BATTERY WITH NEW. REPLACED RT DE-ICER BRUSHES WITH NEW. RAN AIRCRAFT ENGS SET VOLTAGE. SYSTEM CHECKED OK. / AIRCRAFT RETURNED TO SERVICE.

Alan L. Bailey

AP2072968 A/I

AIRCRAFT LOG**BAILEY'S AIRCRAFT SERVICE**

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4602

AIRCRAFT LOG N8460A

DATE APRIL 8/2011

REMOVED BOTH BRAKES, CLEANED AND PAINTED, INSTALLED NEW O RINGS. REPLACED ALL LINING BOTH BRAKES. INSTALLED SERVICED HYDRAULIC. SERVICED BOTH STRUTS WITH AIR / AIRCRAFT RETURNED TO SERVICE.

Alan L. Bailey

AP2072968 A/I

MAINTENANCE ENTRY

N#: 8460A

MAKE: PA 34-220T

MODEL: PA 34-220T

S/N: 34-8233019

DATE: 06-15-2011

HOURS: 4632.0

C/W AD2004-21-05, DECAY TEST ON HEATER @ HEATER
HOBBS 2003.8 BEGINNING PRESS. 6 PSI, ENDING PRESS. 5 PSI
AIR SWITCH TESTED SATISFACTORY. AD2004-21-05 NEXT
DUE: HEATER HOBBS 2103.8 OR JUNE 2013

Date: 15 JUNE 2011

Annette Grove

Annette Grove

for

AIRPARTS OF LOCK HAVEN, INC. FAA CRS QK1R429K under Work Order #

111985

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME ~~2477.0~~ 4633.0

AIRCRAFT LOG N8460A

DATE JUNE 15/ 2011

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. REPLACED E.L.T. BATTERY. JACKED AIRCRAFT. C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SERVICED AIRCRAFT BATTERY. HEATER A/D 2004-21-05 C/W BY AIRPARTS. C/W AD,S 10-15-10, 05-13-16.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan Z Bailey*
DATE JUNE 15 /2011
A/P 2072968 IA

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4633.0

AIRCRAFT LOG N8460A

DATE JUNE 10/ 2011

JACKED AIRCRAFT. REMOVED BOTH MAIN GEAR STRUTS REPLACED ALL SEALS P/N, S AN6227-23 484-719, 484-734, 385157328FS-160-T, S35-30-10V90-117, 484-790. REPLACED BOTH SQUAT SWITCHES LT GEAR P/N 36742-013. REPLACED ALL BRAKE LINING AND PINS P/N 177-00300. C/W RETRACTION TEST, OK. LUBED GEAR. AIRCRAFT RETURNED TO SERVICE.

ALAN BAILEY

Alan Z Bailey 2072968IA**BAILEY'S AIRCRAFT SERVICE**

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4710.0

AIRCRAFT LOG N8460A

DATE JUNE 10/ 2012

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. JACKED AIRCRAFT, CLEANED AND LUBED ALL WHEEL BEARINGS, REPLACED 1 CONE AND BEARING IN NOSE WHEEL. REPLACED ALL BRAKE LINING. REMOVED AND INSTALLED NEW O RINGS IN PILOTS RT MASTER CLY. C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SERVICED AIRCRAFT BATTERY. C/W AD, S 10-15-10, 05-13-16.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan Z Bailey*
DATE JUNE 10 /2012
A/P 2072968 IA

BAILEY'S AIRCRAFT SERVICE

814-359-2645

256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823

570-748-3927

PIPER PA-34-220T

TIME 4752.0

AIRCRAFT LOG N8460A

DATE AUG 8/2013

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. HEATER FUEL VALVE CHECKED. SERVICED BRAKES. JACKED AIRCRAFT C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SYSTEM CHECKED OK. C/W A/D,S 05-15-10, 05-13-16

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan Z Bailey*
DATE AUG 8/2013
A/P 2072968 IA

Date: 4/23/2014; Aircraft: N8460A; Hobbs: 4784.50; Tach:; Total Time: 4784.50; Engine - Type: , S/N:;
Time: 0.20; Prop - Type: , S/N:; Time: 0.20
WO# RA18124

(1) Removed King KT76A transponder and tray. Installed tray and Garmin GTX 330 ES P/N. 010-0023-61 S/N. 84147353 per STC SA01714WI in accordance with Garmin supplied Installation manual Using existing wire removed from King KT76A transponder tray connector repinned, labeled, and installed wires into Garmin transponder tray connector per installation manual. Removed Garmin GNS 430 P/N. 011-01060-00 S/N. 23421575 for Main and GPS software update versions per Garmin Service Bulletins. Upgraded transponder coaxial cable to RG 400 to antenna. Wired GTX330 to KMA24 Audio panel pin T and ARC gray code lines to GNS430W ARINC 429 buss. Calculated load analysis per installation instructions. Attached GTX330 Instructions for Continued Airworthiness. Revised equipment list. and computed weight and balance found to be negligible.

(2) Performed operational check and monitored altitude data from field elevation through 18,000 feet. to verify correct encoder response. Complied with FAR 91.413 system checks.

I certify that the work performed above on this airframe/engine has been inspected and determined to be an airworthy condition for The Pennsylvania State University.

Authorized Signature: Chris Fyke Chief Inspector
CRS# OU1R387K

Date: 4/04/2014; Aircraft: N50AW; Hobbs: 8017.00; Total Time: 8017.00; Engine 1 Type: PT6-135, S/N: PCE-92358, Time:; Prop 1 Type: HC-B4TN-3A, S/N: EAA-1497, Time:; Engine 2, Type: PT6-135, S/N: PCE-92367, Time:; Prop 2, Type: HC-B4TN-3A, S/N: EAA-1603, Time:
WO# TA18179

(1) Repaired right stabilator tip with fiberglass repair and painted.

I certify that the work performed above on this airframe/engine has been inspected and determined to be an airworthy condition for The Pennsylvania State University.

Authorized Signature: Chris Fyke Chief Inspector
CRS# OU1R387K

814-359-2645
PIPER PA-34-220T

TIME 4710.0
4826.5 ab

BAILEY'S AIRCRAFT SERVICE
256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823
AIRCRAFT LOG N8460A

570-748-3927
DATE AUG 16/14

CONDUCTED A 100 HR. ANNUAL INSPECTION PER PIPER FORM. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. JACKED AIRCRAFT, CLEANED AND LUBED ALL WHEEL BEARINGS, REPLACED BOTH BRAKE DIC,S WITH NEW . REPLACED ALL BRAKE LININGS. C/W RETRACTION TEST OK. REPLACED VAC REGULATOR FILTERS. SERVICED AIRCRAFT BATTERY. C/W AD, S 10-15-10, 05-13-16.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan J. Bailey*
DATE AUG 16/2014
A/P 2072968 IA

814-359-2645

PIPER PA-34-220T TIME 4863.0

BAILEY'S AIRCRAFT SERVICE
256 SOUTH MAIN ST. ~ PLEASANT GAP PA. 16823
AIRCRAFT LOG N8460A

570-748-3927
DATE NOV 12 / 2015

CONDUCTED A 100 HR. ANNUAL INSPECTION I.A.W. PART 43 APPENDIX D. USED PIPER FORM. AS A GUIDE. CHECKED CONTROLS, CABLES AND ATTACHMENTS. LUB.D CONTROLS. CLEANED FUEL BOWLS. JACKED AIRCRAFT, REPLACED ALL SEALS IN LEFT GEAR STRUT , SERVICED WITH NITROGEN. C/W RETRACTION TEST OK. REPLACED E.L.T. BATTERY. REPAIRED WIRING TO LANDING AND TAXI LIGHTS. REPLACED LEFT DE-ICER BRUSHES . NEW ENGINES INSTALLED NOVEMBER 11 / 2015 . C/W A/D,S 05-13-16.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION, AND WAS DETERMINED TO BE IN A AIRWORTHY CONDITION.

SIGNATURE *Alan J. Bailey*
DATE NOV 12 /2015
A/P 2072968 IA

Date: 12/02/2014; Aircraft: N8460A; Hobbs: 4845.60; Tach;; Total Time: 4845.60; Engine - Type: , S/N:; Time;; Prop - Type: , S/N:; Time:
WO# RA18601

- (1). Replaced #1 com antenna. P/N. CI-121 S/N. 467377
- (2). Garmin 430 repaired by Garmin under WO# RMA76151644. Functional check on ground. P/N. 011-01060-00 S/N. 23421575.
- (3). Repaired KN53 by Bevan-Rabell under WO# 57538-1. P/N. 066-1067-01 S/N. 52524
- (4). Removed tested and cleaned ,and installed #2 Com antenna.
- (5). Repaired KY197 VHF transceiver by Bevan- Rabell under WO# 57658.
- (6). Replaced # 2 Nav/Loc. with serviceable unit . P/N. off. 066-1067-01 S/N. 525254 installed P/N. 066-1067-01 S/N. 52271. Unit tested by Temple Electronics under WO# 18445.

I certify that the work performed above on this airframe/engine has been inspected and determined to be an airworthy condition for The Pennsylvania State Univeristy.

Authorized Signature: *Chris Pyle*

Chief Inspector
CRS# OU1R387K

Date: 6/17/2016; Aircraft: N8460A; Hobbs: 4891.50; Tach:; Total Time: 4891.50; Engine - Type: , S/N:;
Time:; Prop - Type: , S/N:; Time:
WO# RA19541

(1), Replaced left main tire . P/N. on 072-317-0 S/N. 3053S00114. and tube. P/N. 092-500-0.

I certify that the work performed above on this airframe/engine has been inspected and determined to be an
airworthy condition for The Pennsylvania State Univeristy.

Authorized Signature: Chris Ryk

Chief Inspector
CRS# OU1R387K

PLANE CARE LLC

Certified Repair Station: CRS H5GR0500

14235 Oak Springs Road, Hagerstown, MD 21742 (301) 733-7604

I certify the altimeter and static systems test required by FAR Part 91.411 have been performed
and tested per FAR 43. Appendix E and found in compliance. **Pilot side/#1 system**

Altimeter, model United 5934PAD-1 s/n 4A534 was

tested to 25,000 feet on July 13, 2016;

Static system test date July 13, 2016

I certify the encoding altimeter was tested in accordance with FAR 43 Appendix E2(c) and found
to be in compliance with FAR 91.217. **#1 system**

The encoding altimeter, make/model NARCO AR500, serial number

23300 was tested to 25,000 feet on July 13, 2016.

I certify the transponder test required by FAR 91.413 has been performed and tested per
FAR43 appendix F and found to be in compliance. **#1 System**

Transponder GARMIN GTX330 W.O.# 1607147

Serial Number 84147353 A/C N# N8460A

Test Date July 13, 2016

Signed: Clarence Cannon

Clarence Cannon

PLANE CARE LLC Hagerstown, MD 21742
FAA Approved Repair Station H5GR0500

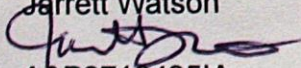
and Remarks		
7-14-16	Removed horz. stab. installed new pivot bearings. Pin	
4918.4 hdbbs	DAS4-14A. Zen. installed new rivets in horz stab RH	
	trim tabs at actuator, installed new hardware in horz stab torque	
	tube at attach points. Zen. removed RH MLG door, repaired	
	with fiberglass, reinstalled door, installed new RH MLG tire	
	Corder 600x6, 8 ply. lec. 9/11 work done IAW PA34-220T M/M. End.	
	Pinal F. 12m AP90885281A	
Date: 10/29/2016	Model: PA34-200T	N8460A
Tach:	TTAF:	S/N 34-8233019
Removed existing dry air vacuum pump from R/H engine (P/N 442CW-6, S/N 6AT 307) and installed new Dry air pump (P/N AA442CW-6, S/N 0AR407) w/ a new LRT insert and new gasket on the R/H engine. Removed vacuum lines and purged, no carbon found. Installed new vacuum regulator filter (P/N ARB3-5-1). Function tested vacuum system for proper operation and oil leaks. System check normal and no leaks noted. All work done IAW Continental, Piper and Tempest Maintenance / Installation manuals. Jarrett J. Watson A&P27104251A		

s Date	Total			Heater Time: 2061.2	12/24/2016
N8460A	PA-34-220T	S/N 34-8233019	TTAF4973.6		
ht	Performed Annual inspection IAW FAR 43 Appendix D, using the Piper 100 hr checklist as a guide.				
rd	Lubricated airframe, Serviced wheel bearings, Checked Hyd fluid in Power pack, and brake res., Removed, cleaned and flushed L/H and R/H Fuel strainers, Inspected Brakes, replaced L/H and R/H brake linings (66-06200). Inspected cables for proper tension and inspected pulleys. Inspected Wing and Tail attach points for corrosion and security. Replaced L/H MLG Door Pushrod, Removed worn hardware / bushings from NLG Torque Links, and Installed McFarlane Nose Torque link kit (PTL-KT-86). Replaced R/H Prop de-ice blocks (P/N 3E2011) Replaced Vacuum regulator filters (3-5-1) Removed O2 Bottle for Hydrostatic test, Re-installed Bottle after hydro(S/N24222W). Due Next Hydro 12-2021. Removed incorrectly installed NLG centering spring rod end attaching hardware, and re-installed correctly IAW Piper M/M. Verified proper service of struts and inflated with N2 to proper height. Installed new NLG Upper Drag link hardware IAW Piper SB 1123C and AD 05-13-16 (Next Due 5473.6). Performed landing gear retraction test, and emergency extension test. Test satisfactory. Installed New R/H OUTBD Speed Brake Cable (Supplied by Owner from Precise Flight) and restored Speed brake system. Function tested Normal. C/W AD's 04-25-16R1 (Fuel Regulator Shutoff), No leaks found, (Next Due 12/2017 or 5073.6) C/W AD 04-21-05 Combustion tube and Switch, By Decay Test (4.8 PSI Remain) and Switch test. Both within limits. (Next Due Heater TT: 2162.2, Or 12/2018.) Verified AD's current as of this date using T-Data Bi-weekly 24-2016. I certify this aircraft has been inspected IAW an Annual Inspection and was found to be in an Airworthy condition at this time.				
	Jarrett Watson A&P27104251A				

3/8/2017 Reg: N8460A Piper PA-34-220T Seneca III S/N: 34-8233019
Hobbs 4991.6 TTAF: 4991.6

Removed, cleaned, and inspected Leaking R/H Brake caliper. Found worn O-rings. Removed worn O-Rings, installed new O-rings (MS28775-222) IAW Piper M/M 32-40-00, and Cleveland Brake CMM. Re-installed caliper, with new Shim (P/N068-01100) and bled brake system, and serviced brake reservoir, IAW Piper M/M 32-40-00. Verified Brake operation, Function checked normal. Adjusted L/H Prop Governor max RPM stop to match R/H engine static RPM, and adjusted L/H Prop cable for proper operation IAW Piper M/M 76-10-00. I certify with respect to work performed, this aircraft is in a condition for safe operation and approved for return to service.

Jarrett Watson

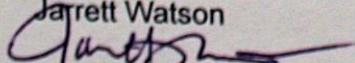


A&P2710425IA

3/8/2017 Reg: N8460A Piper PA-34-220T Seneca III S/N: 34-8233019
TTAF: 4991.6 Hobbs 4991.6

Removed existing EI International EGT/CHT Systems and all associated wiring and sensors. Installed New JPI EDM 790 LCD Engine Data Management System with Fuel flow option (P/N 760000-6-T-L, S/N 07232) in the previous location as EGT/CHT Monitors IAW JPI Installation manual, DWG 760124, and Per STC SA00729SE (NOTE: The PA34-220T is on the AML for STC00729SE). See 337 This date. Power is supplied Via a 2A Fuse located underneath instrument panel (Labeled EDM 790) connected to avionics power buss. An electrical load analysis was performed and found to be within 80% of the aircrafts electrical system. Connected L/H and R/H Engine Sensors to wiring, and secured with clamps as required. Installed 2ea JPI EDM 700 Transducers on Engines (L/H S/N 208012, R/H S/N 208048) IAW Appendix A, of report 760, Fuel Flow installation manual, Page 9, DWG 700922. (TSO-C53a Hoses were fabricated by PHT, Tulsa, OK W/O 598632) Aircraft Was ran, leaked checked transducers, and verified proper operation of aircraft systems and JPI 790. Re-cowled aircraft and Completed full power engine runs. Engines operating normally at this time. Provided owner with updates to aircraft equipment list, and placed AFM supplement in the Aircrafts Flight manual. See 337 for ICA's as required.

Jarrett Watson



A&P2710425IA

otal To

and Remarks

N8460A PA-34-220T S/N 34-8233019 TTAF: 5006.2 6/1/2017

Performed Continuous Flow Fuel Injection Set up procedure on L/H and R/H engines IAW TCM SID 97-3 REV F Prior to installation of GAMI Injectors. Removed stock existing Injectors on L/H and R/H engines. Installed General Aviation Modifications INC (GAMI) turboGAMIInjectors (Kit Number GT360-12D) S/N 26374 (L/H) and S/N 26375 (R/H) IAW STC (Number SE9401SC) per turboGAMIInjectors Installation Procedure No. IP-97-003. Leaked Checked installation, No leaks noted, Provided Owner with AFM supplement. See 337 This date. Flight test and Flight "Lean Test" Required.

Jarrett Watson



A&P2710425IA

AIRCRAFT LOG

N8460A PA-34-220T S/N 34-8233019 TTAF: 5068.9 Hobbs: 5068.9 Heater: 2063.5 2/10/2018

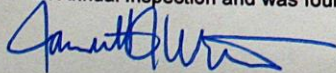
Performed Annual inspection IAW FAR 43 Appendix D, using the Piper 100 hr checklist as a guide.

- Lubricated airframe, Serviced wheel bearings, Inspected Discs's Replaced Brake linings (P/N APS66-06200) and Pins as reqd.
- Replaced Indction Air filter elements (P/N: BA-8) (Next Due 2-2019, or until 50% saturated.)
- Replaced Nose Tire (Michelin 6.00x6) and Tube, Balanced and re-installed wheel/tire assy. (P/N 071-317-0, S/N 4077S00105)
- Replaced R/H Landing light bulb using owner supplied parts.
- Replaced R/H Wingtip Strobe light tube using owner supplied parts
- Checked Hyd fluid in Power pack, and Serviced brake reservoir.
- Removed, cleaned and flushed L/H and R/H Fuel strainers
- Inspected cables for proper tension and inspected pulleys.
- Inspected Wing and Tail attach points for corrosion and security.
- Replaced Vacuum regulator filters (3-5-1)
- Verified proper service of struts and inflated with N2 to proper height. Performed 50 and 100hr portions of Piper SB 1123C and AD 05-13-16 (NLG) (Bolt Replacement Next Due 5473.6).
- Performed landing gear retraction test, and emergency extension test. Test satisfactory.
- Replaced ELT Battery (BS2166) and Function Tested ELT IAW FAR 91.207, Para (d) BATT DUE Date 10-2019.
- C/W Voltage Adjustment on voltage regulators Per Piper Service Manual.
- C/W AD 04-25-16R1 Dated 6-20-2005 (Fuel Regulator Shutoff), No leaks found, (Next Due 2/2019 or 5168.9)

NOTE: AD 04-21-05 Combustion tube and Switch, By Decay Test Next Due Heater TT: 2162.2, Or 12/2018.

Performed Post Maintenance Engine run and leak check. Operational and leak check satisfactory. All work done IAW Piper Piper PA24-220T Service Manual

Verified AD's current as of this date using AD Toolbox, VIA FAA Bi-weekly 2018-03. I certify this aircraft has been inspected IAW an Annual Inspection and was found to be in an Airworthy condition at this time.



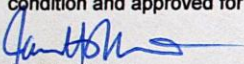
Jarrett Watson
A&P2710425IA

N8460A PA-34-220T S/N 34-8233019 TTAF:5068.9 Hobbs: 5068.9 Heater: 2063.5 2/25/2018

-Troubleshoot L/H Alternator System. Found Defective Voltage Regulator. Removed existing Voltage regulator and installed New LAMAR Voltage Regulator P/N B-00288-1, S/N 80P78906. Ran Aircraft and Verified proper adjustment and operation. Function Check Normal.

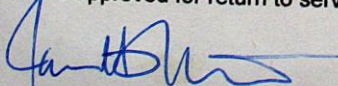
-Performed Engine set up on Both engines IAW Turbo Plus Fuel set up procedure (dated June 30th 1988). Flight Tested Aircraft, Setup found to be satisfactory.

All work accomplished Per PA34 maintenance manual, TCM, and Turbo Plus Service Info. I certify this aircraft is in an airworthy condition and approved for return to Service.


Jarrett Watson
A&P2710425IA

N8460A PA-34-220T S/N 34-8233019 TTAF: 5074.9 Hobbs: 0000.0 Heater: 2063.3 3/18/2018

Troubleshoot hour meter system and found defective hour meter. The Aircraft Total time and Hour meter reading at time of failure was 5068.9. The Aircraft was flown for 6.0 hours at which time at new hour meter (P/N 85094-12) was installed. The Aircraft total time at new hour meter installation was 5074.9 and the current time displayed on the hour meter was 0000.0. Hour meter installed IAW Piper Service manual and applicable parts of AC 43.13. Functional test satisfactory. I certify with regards to the work performed, this aircraft is in an airworthy condition and is approved for return to service


Jarrett Watson A&P2710425

Calvin Taff Electronics, Inc.

N8460A Piper PA-34-220T SN 34-8233019 Hour 29.5 June 28, 2018

Checked previously installed GTX330ES PN 011-00455-60 SN 84147353 installation and found missing wires for ADS-B position data from GNS430W. Installed wiring for ADS-B position data. Tested in accordance with Garmin GTX 3XX Part 23 AML STC Installation Manual # 190-00734-10 Rev. 10 dated March 14, 2018.

Updated GTX330ES PN 011-00455-60 SN 84147353 to software 8.04 in accordance with Garmin STC Service Bulletin #1804 Rev A dated January 12, 2018.

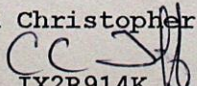
United 5934PAD-1 SN 4A534 has been tested and certified in accordance with FAR 43 appendix E from -1000 to 30k ft on 6/28/18.

GTX330ES PN 011-00455-60 SN 84147353 has been tested, inspected and found to comply with FAR 91.413.

Static/encoding system has been tested, inspected and found to comply with FAR 91.411.

Installation completed with reference to AC43.13-1B Chapter 10-1, 2, 16, 20 Chapter 12-1, 2 and AC43.13-2B Chapter 1-111,112,113 Chapter 2-202,203,207,208 Chapter 3 310-310, 312 and Chapter 11-1104, 1105.

Calvin Christopher Taff


IX2R914K

and Remarks			Signature	Certificate No.
Date: 11/18/18	Model: PA34-200T	N8460A		
Tach:	TTAF: 5140.6	S/N 34-8233019		
Removed existing KS270 Pitch Autopilot Servo, P/N 065-0027-03, S/N 8104, and Installed Serviceable KS270 Pitch Servo, P/N 065-0027-03, S/N 7356 IAW KFC 200 Installation manual. See attached 8130-3 form. Tested A/P System on ground, Test satisfactory. Performed Test Flight of Aircraft. Test Normal, No defects noted. I certify with respect to the work performed, this aircraft is in an airworthy condition and is approved for return to service. Jarrett J Watson A&P27104251A				
12-17-18 A/c TT 5147.7 Hobbs 69.8 Heater Hobbs 2064.6 CW AA 04-21-05 by Decay test only Next due +100 hrs Heater Hobbs time / 2164.6 + 24 mths 12-24-24 w/ Ever First <i>Amir M. Hany</i> A/P 446423169				

Date	Aircraft	TTAF	TTAF	TTAF
1/28/2019	N8460A	Piper PA34-220T		Aircraft Logbook
Hobbs Hours: 73.7 :: Aircraft TT: 5151.6 Annual Inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compressions. Left engine: 1) 72 2) 72 3) 68 4) 70 5) 72 6) 70/80 PSI. Right Engine: 1) 62 2) 62 3) 62 4) 60 5) 60 6) 69/80 PSI. Minimum cylinder leakage limit is 45 PSI per TCM SB M84-15. Cleaned and gapped spark plugs. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT battery due 10/19. O2 bottle due 12/21. Remove and untwist Pilot's shoulder harness, operational check ok. Turn down hi side fuel pressure on left engine. Set fuel pressure IAW TCM Manual M-0. Troubleshoot Radio light dimmer. Found dimming controller transistor bad, replaced with new. Found rheosta bad, replaced with new. Found (5) burned out bulbs under glareshield, replaced with new. Found bad wire connection on glareshield light harness plug. Crimp on new end, operational check ok. Co-pilots map light inop. Remove overhead console and replace rheostat with new. Operational check ok. Glue pad on rudder pedal. Replace left wing Nav light bulb with new. Adjust cargo door latch to open easier. O2 bottle cable sticks, needs to be replaced. Outside air vent cable broken through plastic housing, sticking. Remove and re-position cable, lubricate cable, operational check ok. Replace sunvisor receptacles with new. Left engine top cowl air inlet has a hole worn through it. Installed fiberglass patch over hole. Repair co-pilots seat back release. Left engine #1 and #3 cylinder exhaust valve covers leaking. Re-torqued valve covers, gasket ok. Replace bad pressure hoses on right engine magnetos. Replace leaking crush washers on right engine. Right engine #1 cylinder leaking oil, remove valve cover and replace gasket. Right engine turbo oil return line leaking, remove and re-clock end, torque both hose end fittings.				

Replace leaking crush washers on left engine.
 Remove and replace left main tire and inner tube with new.
 Replaced burned wire on right propeller de-ice boot.
 Replace worn nose gear shimmy damper bushing with new.
 Replace all main gear brake pads with new. Flush and bleed brake hydraulic system. Re-build right side caliper.
 Adjust both main gear doors in 1/2 turn for proper fairing when gear retracted.
 Replace bearing races in nose wheel with new.
 Clean and lubricate "Weight on Wheels" switch to prevent Hobbs meter from running all the time.
 Remove and re-build nose gear strut oleo. Service with Nitrogen and hydraulic oil.
 Comply with AD's:
 18-03-04 Pitot system repair. Does not apply.
 13-02-13 Horiz. stab. control cable inspection. PCW Due 08/2020.
 05-13-16 NLG drag link bolt. Hardware ok, replacement due: 5473.6 ACTT
 04-21-05 Janitrol combustion tube pressure test. PCW 12/12/2018 69.8 Hobbs. Next due 100 heater hours, or 24 months.
 04-25-16R1 Heater fuel regulator shutoff valve. CW 01/28/19 73.7 Hobbs Heater Hobbs: 2064.9
 Next due 100 heater hours or 24 months.
 I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Signed _____

James Wrenn A&P 2724810IA



Date

Maintenance

11/11/2019

N8460A

Piper PA34-220T

Aircraft Logbook

Hydraulic pump continues to run while gear retracted. Checked emergency release, ok. Capped off all actuators, retract is still inop. Removed and pressure checked pressure switch, ok. Removed power pack for repair.

Installed repaired power pack. Operational check ok.

Nose gear slow to retract. Removed nose gear actuator, found improper O-ring installed on piston. Rebuilt cylinder with new O-ring and re-installed in aircraft. All landing gear operational checks OK.

Signed _____

James Wrenn A&P 2724810IA



10/14/19	123.2		Replaced right main tire with new Air Hawk 646.0048. Also replaced tube with new Michelin. Mounted & tested
Total To Carry Forward			

1. Inspect the ins...

2/1/2020

N8460A

Piper Seneca

Aircraft Logbook

278.5 Hobbs

- JPI Hobbs: Airframe: 155.5 ACFT: 5233.4

Annual Inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression Left: #1 72/80, #2 60/80, #3 58/80, #4 62/80, #5 72/80, #6 60/80. Right: #1 78/80, #2 70/80, #3 68/80, #4 64/80, #5 60/80, #6 62/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT due Feb. 2022. Heater time 2071.5.

Check Left engine fuel pressure. Cleaned left and right fuel strainers. Set fuel pressure on left engine in accordance with TCM MSB 97-3E. Right engine ok.

Right engine oil temp inop (factory). Bad connection at probe. Replaced connector.

Strobe noisy. Replace all strobes with new LED's. Remove Whelen power supply and wire up harnesses for LED Nav/strobe. Rewired power pack connectors. Paint wingtips around new lights.

Flaps pop back up in second notch. Lubricated plunger. Operational check ok.

Check windshield heat with thermal imaging. OPS check good.

Check prop heat with thermal imaging. OPS check good.

Check left and right TIT probe location. OK.

Right and left aux landing lights inop (nose bowl). Bulbs check good. No power at harness connection.

Found bad inline fuse holder under panel. Replaced fuse holder. OPS check good.

Right engine all valve covers leaking. Replaced 12 gaskets, test ran engine, no leaks.

Right engine timing incorrect. Re-set left and right mag timing to 20 degrees.

Right engine brush block missing top nut. Installed nut.

Replaced ELT battery with new. New date is Feb. 2022. ELT operational check ok.

Right engine turbo oil return line leaking. Removed line, reflared end and reattached. Test ran engine, no leaks.

Left and right main strut leaking. Struts removed and disassembled. Replaced wiper seals and internal seals, re-installed and serviced with nitrogen and hydraulic oil.

Right flap lower skin cracked (inboard trailing edge). Drill apart and inject Hysol structural adhesive.

Riveted skin back together.

Borescope right engine. Borescope of right engine, no abnormal wear noted at this time.

Borescope left engine. Borescope of left engine, no abnormal wear noted at this time.

Left wing outboard fuel sump leaking. Replace drain with new.

Right engine manifold pressure line loose at engine causing intake leak. Fitting Reflared and re-attached.

Found left engine fuel servo rod end jam nut and linkage loose. Tightened jam nut, linkage and cotter keyed.

Dressed left and right prop blades.

Left engine prop control linkage loose at governor. Tightened linkage and saftied.

Rear luggage door seal coming off. Found seal off at top of door at latch area. Reglued with 1300L.

Right air ducting tube under center section damaged. Reposition duct for better seal and secured in place.

Right cowl flap does not close all the way. Adjusted linkage for proper travel.

Yoke hitting fire wall on right side under panel Adjust bumper(wedge up) and install new Nylock nut.

Forward baggage door latch holder assembly ball missing. Replaced ball with .310" diameter new ball.

Operational check ok.

Replaced all left and right brake linings with new.

Left engine exhaust panel aft nacelle has loose skin rivets. Drilled out bad rivets and installed CherryMax 5-3 rivets.

Strip de-ice boots and re-seal with PBS pro treatment to prevent UV damage.

Comply with AD's:

13-02-13 Horz. stab. control cable inspection. Inspected cables, no damage noted. Next Due: 2000 hours or 7 years.

05-13-16 NLG drag link bolt. Hardware ok, replacement due: 5473.6 ACTT

04-21-05 Janitrol combustion tube pressure decay test. Complied with by pressure testing combustion chamber. No leaks noted. Checked operation of air pressure switch, ok. Next Due: 24 months or 100 hours heater time.

04-25-16R1 Heater fuel regulator shutoff valve. Complied with by visual inspection, no leaks noted. Next due 100 heater hours or 24 months.

19-01-02 Aspen PFD. N/A Not installed

19-13-03 Transponder rack retaining screws. N/A not installed.

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

Signed _____

James Wrenn A&P 2724810 IA



3/8/2020

N8460A

Piper PA34-220T

Aircraft Logbook

Hobbs Hours: 165.5

Replaced ~~right~~ ^{left} engine vacuum pump with owner supplied pump. Operational check OK.

The above work was completed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work accomplished.

Signed

James Wrenn A&P 2724810 IA



CALVIN TAFF ELECTRONICS INC. (405)789-1268 R.S.IX2R914K

5601 Philip J. Rhoads Ave. Hanger #3-C Bethany, Oklahoma 73008

TXP #1 Mfg. By GARMIN M# GTX 330 S# 84147353TXP #2 Mfg. By UNITED M# 5934840-1 S# 4A534

has been tested, inspected and found to comply with FAR 91.413.

Alt #1 Mfg. By UNITED M# 5934840-1 S# 4A534
has been cert. by IX2R914K on 12/1/20 to an altitude of 30 thousand feet.Alt #2 Mfg. By UNITED M# 5934840-1 S# 4A534
has been cert. by IX2R914K on 12/1/20 to an altitude of 30 thousand feet.

Static/Encoding system has been tested, inspected and found to comply with FAR 91.411.

Reference WO# 15070 by CC JH Date 6-17-2021CT 2020

3/4/2021

N8460A

Piper PA34-220T

Aircraft Logbook

Hobbs Hours: 245.0 :: Tach Hours: 5323 ACTT

Annual Inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression Left engine: 1) 64 2) 65 3) 55 4) 68 5) 75 6) 58/80 PSI. Right engine: 1) 64 2) 65 3) 52 4) 65 5) 54 6) 70/80 PSI. Minimum cylinder leakage limit per TCM SB 03-3 is 45/80 PSI. Jacked aircraft, checked all landing gear operations, ok. Greased wheel bearings. Replaced engine inlet air filters with new. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT battery due 02/2022. Heater time 2083.1 RH brake leaking fluid. Replaced brake bleeder with new. Removed brake calipers both sides and rebuilt with new O-rings. replaced all brake pads with new. Bled brake system.

Operational check ok.

Propeller deice breaker trips in flight. Found one wire harness on the right propeller had a broken wire which was shorting to the spinner. Found top brush block worn and not contacting slip rings. Replaced wire harness and brush block assembly with new.

Operational check ok.

Cleaned and treated all de-ice boots.

Replaced Vacuum relief valve filters with new.

Wastegate controller heat shroud clamps and brackets broken on both tailpipes. Removed and repaired heat shroud brackets. Replaced clamps with serviceable clamps, new clamps are on order.

Comply with AD's:

05-13-16 NLG drag link bolt. Hardware ok, replacement due: 5473.6 ACTT

20-24-09 Rudder cables. Does not apply per Aircraft serial number.

20-19-06 McCauley Prop Governors. Does not apply, Hartzell Governors installed.

04-21-05 Janitrol combustion tube pressure decay test. Complied with by pressure testing combustion chamber. No leaks noted. Checked operation of air pressure switch, ok. Next Due: 24 months or 100 hours heater time.

04-25-16R1 Heater fuel regulator shutoff valve. Complied with by visual inspection, no leaks noted. Next due 100 heater hours or 24 months.

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

Signed

James Wrenn A&P 2724810 IA



5/4/2021 N8460A Piper PA34-220T Aircraft Logbook

Hobbs Hours: 259.3

Removed old main gear door hinge pins and installed new.
 Removed aft passenger door and removed old door seal. Cleaned surface and installed new seal.
 Replaced turbo control heat shield clamps on both engines.

The above work was completed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work accomplished.

Signed

James Wrenn A&P 2724810 IA



HARTSELL AVIONICS INC. 325 CORPRATE ROAD LONGVIEW, TEXAS 75603 H9TR858J
 LOG ID# 549 01-June-2021 WO# 9304
 N8460A S/N 34-8233019 PIPER PA-34-220T

Pg 1 / 1

**** ITEM # 9304-1 AIRSPEED INCORRECT ****

DISCREPANCY: AIRSPEED INCORRECT
 ACTION: PRELIMINARY INSPECTION REVEALED AIRSPEED INDICATOR STUCK AT 40. FOUND AIRSPEED BLOCKED AND NOT INDICATING RIGHT. REMOVED PITOT MAST, DISCONNECTED PITOT LINE, AND BLEW THROUGH PITOT TUBE. TUBE HAD CLOG OF MUD AND DIRT. FLUSHED PORT WITH CONTACT CLEANER. CONNECTED PITOT TEST SET TO LINE LEADING INTO AIRCRAFT. FUNCTION TEST FINE. REPAIRED BROKEN HEAT ELEMENT WIRE ON MAST. REINSTALLED MAST AND INSPECTION PANEL.

H9TR858J DAVID HARTSELL

This Date		Total	Remarks
	Brought Forward →		
8/22/21		14665 285.0	Remove & replace left main tire with Goodyear 600-b Tire tube

9/29/2022

N8460A

Piper PA34-220T

Aircraft Logbook

Hobbs Hours: 310.5 AF (332.4) AF 462.4 JPI :: Aircraft TT: 5385.4 :: #1 Engine TT: 522.4 :: #1 Engine SMOH: 522.4 :: #1 Propeller SMOH: 522.4 :: #2 Engine TT: 522 :: #2 Engine SMOH: 522

Aircraft total time is 5385.4 Annual inspection was started with aircraft on jacks with the airframe hobbs running. The inspection began at 310.5 Airframe Hobbs time. The aircraft was removed from jacks at 332.4 Airframe Hobbs time. A total of 21.9 hours was accumulated on the Airframe Hobbs meter while the aircraft was on jacks.

Annual inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression Right: 1. 64/80, 2. 56/80, 3. 44/80, 4. 66/80, 5. 24/80, 6. 58/80. Left: 1. 64/80, 2. 54/80, 3. 40/80, 4. 50/80, 5. 60/80, 6. 52/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT due 09/2024. O2 bottle due 2026.

Left main tire not holding air. Removed and replaced valve core with new. Serviced tire with 45 PSI of air. Right and left outboard main gear doors have badly worn hinges, doors do not close fully when the gear is retracted. Removed both gear doors and replaced hinge assemblies with new on airframe and door. Adjusted doors to close fully in flight.

Right turbo controller sticky. Trouble shot system and lubricated controller with antisieze.

Right engine #6, #4, and #2 exhaust valve covers leaking. Removed valve cover gaskets and replaced with new.

Right engine left upper deck pressure line hitting intake tube. Installed a rubber pad.

Both engines magnetos due 500hr. inspection. Removed and inspected only the right magneto on each engine.

Replaced coils, points, carbon brushes, all gaskets with new. Reinstalled magnetos and timed to engine.

ELT battery expired. Removed old ELT battery and replaced with new. Operational check good. Expires September 2024.

Left and right engine spark plugs need to be replaced. Replaced bottom spark plugs on both engines with new. Left aileron hitting wingtip. Adjusted wingtip to clear.

Nose gear scissor linkage center linkage loose. Tightened center bolt and nut.

Right main upper scissor linkage worn and loose. Replaced upper bolt and added shim.

Left main wheel bearing bad. Replaced bearing and races. Reinstalled wheel assembly on aircraft.

Nose tire rubber separating between tread. Removed wheel assembly, disassembled and reassembled with new tire. Reinstalled wheel assembly on aircraft.

Right Engine #3 cylinder leaking past exhaust valve. Removed valve cover, spring keeper and springs to lap in valve. Performed compression check. Still 20/80. Removed cylinder, found exhaust valve bad, valve guide out of round.

Right engine #5 leaking past exhaust valve. Removed exhaust valve cover and valve train, lap in valve. Found bad valve seat. Removed cylinder and found the valve was bad and valve seat is bad.

Installed repaired cylinders on right engine. Gapped new rings IAW Service Letter L05-09B. Installed rings on existing pistons and installed cylinder #3 and #5 with gasket supplied with cylinders and reassembled engine.

Left engine, #3 cylinder, 40/80, leaking past exhaust valve. Removed cylinder. Found exhaust valve and seat worn. Re-Installed cylinder after repair by Gibson Aviation.

Removed all hydraulic valve lifters in left engine and replaced with new due to wear on existing lifters.

Both engines, drained oil and removed old oil filters. Replaced oil filters with new and serviced each engine with 8 qts of AeroShell 100 Mineral oil.

Test run left and right engines. Installed engine cowlings on left and right sides.

Left engine doesn't shut off at idle cut off. Removed flow divider for repair.

Removed FCU for repair. P/N R640563, S/N A151A081R

Removed fuel pump for repair. P/N 649368, S/N B151A099R

Reinstall fuel system components after return from Aircraft Accessories. Work order # 52538
Test run engine and check high fuel pressure and low fuel pressure are within spec. Adjust idle RPM to 700.
Test run could not get idle mixture to set on original throttle body. Installed replacement throttle body from Aircraft Accessories. P/N 640563, S/N A08HA147R. Test ran engine, all operational checks ok.

Comply with AD's:

05-13-16 NLG drag link bolt. Hardware ok, replacement due: 5473.6 ACTT

04-21-05 Janitrol combustion tube pressure decay test. Complied with by pressure testing combustion chamber. No leaks noted. Checked operation of air pressure switch, ok. Next Due: 24 months or 100 hours heater time.

04-25-16R1 Heater fuel regulator shutoff valve. Complied with by visual inspection, no leaks noted. Next due 100 heater hours or 24 months.

20-24-09 Rubber control cables. N/A per AC ser. #.

22-04-04 Stratus oil filter adapter. N/A not installed.

21-23-12 5G Radar altimeter interference. N/A not installed.

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

Signed

James Wrenn A&P 2724810 IA



DEEP SOUTH AEROSPACE INC.
FAA Approved Repair Station No. 8DAR561C

The requirements of FARs 23.1325, 91.217, 91.411, and 91.413 has been accomplished on DATE 12/19/22, as follows on

(a) Transponder manufacturer GAMMA

Model 330ES, Serial number: 84142352

Transponder certified I.A.W. FAR 43 appendix E.

(b) Altimeter manufacture UNITED

Model 5934P AD-1, Serial number: 9A534

Altimeter certified to: 20 K. feet I.A.W. FAR 43 appendix F.

(c) Performed correspondence check on altitude encoder

Manufacturer: NAVCO, Model: AR500

Serial number: 23300, To: 20 K feet

(d) Static system Certified as per FAR 23.1325.

Work Order No. DSA 221219-0945 Date 12-19-22

I Certifies that the above tests have been performed in accordance with FAR Part 43, Appendix E and the systems tested were found to meet the requirements for FAR 91.411 and 91.217(b).

Signed

(Authorized Representative)



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N8460A
ACTT: 5443.5**PIPER, PA-34-220T, S/N: 34-8233019**
HOBBS: 390.5**October 16, 2023**

Annual Inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression Left Engine: 1: 64/80 #2: 70/80 #3: 62/80 #4: 70/80 #5: 60/80 #6: 58/80. Right Engine 1: 62/80 #2: 58/80 #3: 62/80 #4: 64/80 #5 62/80 #6 60/80 Checked ELT operation in accordance with 14CFR Part 91.409 (a). Operational check, OK. ELT battery due Sept., 2024.

Removed left magnetos from both engines and performed a 500 hour inspection. Replaced condensers, contact points, and felts with new. Reinstalled and timed. Operational check, OK.

Removed and shipped LT engine turbo waste gate controller. Reinstalled after repair.

Oxygen bottle cable hard to operate. Removed and shipped oxygen bottle, and reinstalled after hydrostat test. Service bottle with aviators breathing oxygen. Lubricated control cable. Operational check OK.

Troubleshoot RT engine CHT gauge. Replace sending unit with new. Operational check, OK.

Secured prop deice wires on both engines.



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Removed, shipped and replaced oxygen bottle.

RT Engine had oil leak. Tightened all oil fittings.

Trim wheel creaking; rubbing. Lubricated trim system.

Removed tape from copilot rudder pedal and glued rubber in place.

RT Rudder skin had missing rivet heads. Drilled old rivets, and replaced with new.

Lubricated all speed brakes IAW ICA. Cleaned out drain hoses.

Replaced all brake pads with new.

Removed both main brake calipers and rebuild with new orings; reinstall, and bleed brakes.

RT Engine Oil Pressure fitting leaking. Cleaned and tightened fitting.

LT engine oil lines leaking at fittings. Cleaned and tightened fittings.

LT Scat hose to alternator cracked. Removed silicone and replaced hose with new.

RT #6 bottom fuel primer line rusted. Cleaned and reinstalled with fire sleeve.

wo: WO_161

Airframe · page 3 of 4



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

LT #4 & #6 Fuel primer lines rusted. Cleaned and reinstalled with fire sleeve.

RT engine baffle cracked. Fabricated plate and repaired crack.

RT #2 push rod tube seal leaking. Removed and replaced seal with new. Test ran engine. No leaks noted.

Replaced RT engine Magneto Pressurization Hose with new.

Comply with AD's: 05-13-16 NLG drag link bolt. Hardware ok, replacement due: 5473.6 ACTT

04-21-05 Janitrol combustion tube pressure decay test. Complied with by pressure testing combustion chamber. No leaks noted. Checked operation of air pressure switch, ok. Next Due: 24 months or 100 hours heater time.

04-25-16R1 Heater fuel regulator shutoff valve. Complied with by visual inspection, no leaks noted. Next due 100 heater hours or 24 months.

23-09-09 Segmented V band clamp inspection. Inspected IAW (K) 1 thru 7. OK. Inspection next due: 6 months or 100 hours TIS. Replacement due: By July 2025.

23-05-16 Crankshaft counterweight installation. N/A by OH date.

wo: WO_161

Airframe · page 4 of 4



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

I certify that this aircraft has been inspected IAW a 100 Hour/Annual Inspection and was found to be in airworthy condition.

James Wrenn A&P IA AP2724810

	Brought Forward →			
9/13/24				Remove & Replace left 8 ply Type III tire and
Main tire w/new Air Hawk 6.00 x 6				
new Air Hawk tube				
WEGuy				



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N8460A
ACTT: 5511.9**PIPER, PA-34-220T, S/N: 34-8233019**
HOBBS: 458.9**November 19, 2024**

Annual Inspection completed this date in accordance with Piper Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Jacked Aircraft and ran all landing gear operations. Operational check, OK. Checked magneto timing and engine compression. Left Engine: #1:75/80 (after cylinder replacement) #2:62/80 #3:60/80 #4:50/80 #5:70/80 #6:70/80. Right Engine: #1:60/80 #2:62/80 #3:64/80 #4:55/80 #5:72/80 #6:75/80 (after cylinder replacement). ELT battery expired. Removed and replaced with new. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT replacement battery due: Jan. 2027

Right Engine cowl flap not closing completely. Adjusted flap for clearance and closure. Operational check, OK.

Repacked all wheel bearings, rotated main tires on wheels, and aligned main landing gear.

Removed and replaced right engine fuel pump main line grommet with new.

Removed and replaced brake reservoir with new and serviced brakes.

Re-safety wired left nose strut bolt.



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Removed and replaced left and right garter filters with new.

Removed cracked right wing fuel cap seal and replaced with new.

Removed loose rudder trim rod end and replaced with new. Operational check, OK.

Removed loose elevator trim A arm bracket right mounting bolts, cleaned bracket and checked for abnormal wear. None found. Reinstalled bolt.

Removed and replaced worn elevator trim bushings with new.

Removed leaking left main strut service valve, and replaced with new.

Hose in wing rubbing on lightning hole above jack pad right wing. Installed anti chafe material.

Forward left wing had three pulled rivets. Removed old loose rivets and replaced with new.

AFT cabin left OB seat belt missing data tag. Removed seatbelt and replaced with new.

Performed weight check of fire extinguisher. Weight: 2lbs 6 oz.

Left gear door rod installed wrong. Removed and reinstalled correctly.



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Labeled aux power door.

Treated vertical attach point with AV8.

Cleaned and treated left and right wing attach points with AV8.

Installed patch on right wing deice boot.

AD Research and Compliance:

*05-13-16 Nose Landing Gear Drag Link Bolt. Hardware replacement due every 500 hours TIS. Next due: 6036.8 AFTT.

24-10-04 Rear and Forward Wing Spar Attachment Fittings. Does not apply per Aircraft s/n.

*13-02-13 Horizontal Stabilator Control Cables. Due: 7652 AFTT.

*23-09-09 V Band Clamp Inspection. Inspected clamps IAW paragraph (k) (1) through (7) . Both clamps, OK. Inspection next due: 6 months or 100 hours TIS. Replacement due: within 2 years.

2/2/2025	Hobbs 472.6			Charged oil & Filters
Total To				oil filters & Safety tied. Filled
Carry Forward				



Wrenn Aviation LLC - 1026 S. 66th. St. - Enid, Oklahoma 73701 - 580-478-8847

I certify that this Aircraft was inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810

in Left and Right Engines. Used New Tempest 48-108
 each engine w/ 8 qts Phillips RC 20-50 plus Cam-guard. No leaks
 WE Surge

1-20-26	Brought Forward →	ACTF-5569 Hobbs 458.9 516
		Inspected aircraft FAR 100hr/Annual inspection using FAR 43 appx and Piper Service manual. Replaced nose gear tire & tube.
		Aircraft is in airworthy condition & is returned to service.
		Sanathas Bryant APLIA 4486626 AB
1/20/26	Hobbs 516	Changed oil in both engines
Total To Carry Forward		Tempest 48108. 8 qts Phillips XC each engine plus Cam - 60w. No leaks w/ engine

Calvin Taff Electronics Inc. (405) 789-1268 R.S.IX2R914K
 5601 Philip J. Rhoads Ave. Hanger #3-C Bethany, Oklahoma 73008

Total Time 526.6 Date of Inspection 5-13-26
 TXP#1 Mfg. By GARMIN M# G1X330 S# 84147353
 TXP#2 Mfg. By — M# — S# —

Has been tested, inspected and found to comply with FAR 43 Appx. F.
 ALT#1 Mfg. By United M# 5934PAD-1A S# 4A534
 Has been cert. By IX2R914K on 5/12/26 to an altitude of 30 thousand ft.
 ALT#2 Mfg. By — M# — S# —
 Has been cert. By — on — to an altitude of — thousand ft.
 ALT#3 Mfg. By — M# — S# —
 Has been cert. By — on — to an altitude of — thousand ft.
 Static/Encoding system has been tested, inspected and found to comply with FAR 43 Appx. E.
 Reference WO# 16435 by Bob Van Lin Date 5-13-26

	Program Forward →			
6/9/2026				Removed KC 295 Flight Computer, Mid Continent Repaired & Recertified. Reinstalled in aircraft. Paper work in logbook folder