

# AIRCRAFT LOG

N616AR



IATA FOR TRAINING USE ONLY

AIRCRAFT DESCRIPTION

Registration No. N3137G

Model: PA-32R-301T Popular Name: SARATOGA IITC

Serial No.: 3257423 Type Certificate No.: A350

Colors: SNOW WHITE/MING BLUE II MET. & CUMULUS GRAY MET./PLATINUM MET.

Engine Manufacturer: LYCOMING Serial Numbers: Single L-12333-61A

Original Engine Model: TIO-540-AH1A Left \_\_\_\_\_

Right \_\_\_\_\_

Propeller Manufacturer: HARTZELL Hub or Serial Number: Single HK1201B

Original Propeller Model: HC-13YR-1RF Left \_\_\_\_\_

Right \_\_\_\_\_

Blade Numbers

Left

Right

K32476

K32474

K32475

**2006 MODEL**

NOTICE

Blank entries in this book is a violation of gov-  
ernment regulations and is punishable by civil penalty.

INK TYPE: Dupont Imron Polyurethane

## COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

A. D. No. and Date	Method of Compliance (See Log for Details)	Time on Aircraft	Date of Compliance	Signature and Certificate No.
All applicable Federal Aviation Administration Airworthiness Directives, through Bi-Weekly <u>2006-09</u> have been complied with at the time of manufacture.		8.7	MAY 08 2006	
Signed: <u>John S. Hambleton</u> ODARF-511281-CE <p style="text-align: center;"><b>John S. Hambleton</b> THE NEW PIPER AIRCRAFT, INC.</p>				

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
MAY 09 2006	Brought Forward →	8.7		I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate.
			Dated <u>MAY 09 2006</u>	
			<u>John S. Hambleton</u> ODARF-511281-CE	
			John S. Hambleton	
			THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED. THE ALTIMETER(S) HAVE BEEN TESTED TO <u>20,000</u> FT. ON (Pri) <u>2/28/06</u> (Sec) <u>1/25/06</u>	
			SIGNED <u>John S. Hambleton</u> DATE <u>MAY 09 2006</u>	
			The ELT is installed per <u>John S. Hambleton</u> FAR 91 207. Battery re-	
			placement date <u>JAN 2008</u> <u>John S. Hambleton</u>	
Total To Carry Forward		8.7	ODARF-511281-CE	The New Piper Aircraft, Inc. John S. Hambleton

AIRCRAFT LOG

Aircraft Time		Recorder Reading	Maintenance
This Date	Total		
rough forward →	8.7		I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate.
			Dated <u>MAY 09 2006</u>
			<u>John S. Hambleton</u> ODARF-511281-CE
			John S. Hambleton THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED. THE ALTIMETER(S) HAVE BEEN TESTED TO <u>20,000</u> FT. ON (Pri) <u>3/28/06</u> (Sec) <u>1/25/06</u> SIGNED <u>John S. Hambleton</u> DATE <u>MAY 09 2006</u>
			The ELT is installed per Hambleton FAR 91 207. Battery replacement date <u>JAN 2008</u> <u>John S. Hambleton</u> ODARF-511281-CE
	8.7		The New Piper Aircraft, Inc. John S. Hambleton

Registration No. N3137G

and Remarks	Signature	Con
<div style="border: 1px solid black; padding: 5px;"> <p>The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43. Appendix F. ATC Transponder:</p> <p>1. Make <u>Garmin</u> Model <u>GTX330</u> S/N <u>84121241</u></p> <p>2. Make <u>NA</u> Model <u>NA</u> S/N <u>NA</u></p> <p>Details of this inspection are on file at this facility under S/N <u>3257423</u> Date <u>4/11/06</u></p> <p>O.A. Inspector <u>John S. Hambleton</u></p> <p>THE NEW PIPER AIRCRAFT, INC. VERO BEACH, FLORIDA</p> </div>		
<p>John S. Hambleton</p> <p>THE AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT TEST REQUIRED BY FAR PART 91.217 HAVE BEEN PERFORMED THIS DATE: <u>4/11/06</u> SIGNED: <u>John S. Hambleton</u></p>	John S. Hambleton	

AIRCRAFT LOG

Date

Maintenance

LOGBOOK ENTRY

DATE: 05/6/06

Piper Meridian

PA32-301T

N3137G

Servo P/N 0108 S/N 0603-15579. Has been tested and found to comply with S-Tec Service Bulletin SB06-001 for details see W/O 36122  
CRS PE5R116N

Signed:



For Denver Avionics, Inc.

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End

LOGBOOK ENTRY

DATE: 09/25/06

Piper PA32R-301T

N3137G

S/N: 3257423

MFD shows "Lightning Sensor Mic Key Stuck" message. Isolated fault to a stuck StormScope inhibit relay. Replaced StormScope inhibit line relay. Operation within specifications. Details can be found on Denver Avionics, Inc. W/O: 36390.  
FAA CRS PE5R116N

Signed:



For Denver Avionics, Inc.

Total To Carry Forward





**AIRCRAFT LOG**

PA32-301T  
 803-15579. Has been tested and found to comply with  
 B06-001 for details see W/O 36122

DATE: 05/6/06  
 N3137G

onics, Inc.

End

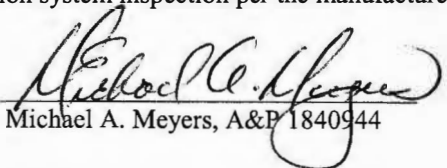
N3137G  
 DATE: 09/25/06  
 S/N: 3257423

Senior Mic Key Stuck" message. Isolated fault to a stuck  
 Replaced StormScope inhibit line relay. Operation  
 logs can be found on Denver Avionics, Inc. W/O: 36390.

onics, Inc.

Maintenance

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

and Remarks	Signature	Certificate No.
<p><b>AIRFRAME</b> September 28, 2006 Hobbs: 53.3 Total Time: 53.3                      Propeller Total Time: 53.3                      Performed 50 Hour Inspection using PA-32R-301T 1st 50 Hour Inspection report provided by Piper Aircraft, Inc.                      Adjusted aileron cable tension per the manufacturer's specifications.                      Adjusted elevator trim tab cable tension per the manufacturer's specifications.                      Adjusted stabilizer cable tension per the manufacturer's specifications.                      Removed one race and one bearing on nose wheel and replaced with new parts.                      Replaced nose gear turning radius placard with new part.                      Inspected, serviced and charged aircraft battery.                      Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.                      Complied with 50 hour ice protection system inspection per the manufacturer's specifications.</p> <p>For Aviation Sales, Inc.                      W. O. 15122</p>	 Michael A. Meyers, A&P 1840944	<p><b>N3137G</b></p>

# AIRCRAFT LOG

Date		Maintenance
	<p>The <u>MFD</u> has been replaced:            OFF <u>PN 700-0004-006</u> SN <u>23982086</u>            ON <u>PN 700-0004-006</u> SN <u>20503175</u>            The <u>MFD</u> has been function            tested in accordance with mfg specs.            Details on file under JO# <u>06-01106</u>.            Sign <u>[Signature]</u> Date <u>11-10-06</u>.            Denver Avionics FAA CRS PE5R116N</p>	N3137G
	<p><b>AIRFRAME</b> October 19, 2006      Hobbs: 86.2      N3137G            Changed oil and filter. Cut filter open. No abnormal            contaminants noted. Serviced with 11 quarts of Aeroshell SAE            15w50 oil. Performed ground run. Operational and leak checks            good.            Complied with Lycoming Special Advisory 56-500, coarse oil            screen inspection. No contaminants noted. Leak check good.</p>	
	<p>For Aviation Sales, Inc. <u>[Signature]</u>            W.O. 15158      Mark E. Biron, A&amp;P 2387920</p>	
Total To Carry Forward		



AIRCRAFT LOG

2-0004-006 SN 23989086  
 2-0004-006 SN 20503175  
 has been replaced:  
 has been function  
 in accordance with mfg specs.  
 on 11/3/06 under Jo# 06-01106.  
 Date 11-10-06.  
 Avionics CRS PE5R116N

Maintenance

October 19, 2006 Hobbs: 86.2 N3137G  
 oil and filter. Cut filter open. No abnormal  
 noted. Serviced with 11 quarts of Aeroshell SAE  
 Performed ground run. Operational and leak checks

d with Lycoming Special Advisory 56-500, coarse oil  
 tion. No contaminant's noted. Leak check good.

Sales, Inc. *MEB - M3422*  
 Mark E. Biron, A&P 2387920

and Re

LOGBOOK ENTRY  
 Piper PA32R-301T

N3137G

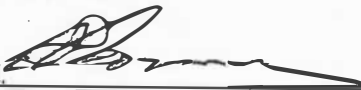
DATE: 11/3/06  
 S/N: 3257423

Certificate No.

Configured transponder for an aircraft with no squat switch to resolve uncommanded  
 entrance into ALT mode. Returned #2 GNS430 to minimum de-clutter level to resolve  
 problem of only rivers showing on moving map. MFD 700-00004-006 S/N: 23989086  
 was repaired, tested, and re-certified at factory. Re-installed repaired unit in aircraft.  
 Ops check normal. All squawks resolved.

CRS PE5R116N

Signed



For Denver Avionics, Inc.

\*\*\*\*\*

AIRFRAME November 03, 2006 Hobbs: N3137G  
 Performed fuel quantity calibration per the manufacturer's specifications.  
 Operational check good.

For Aviation Sales, Inc.  
 W. O. 15169

*Max D. Kleinschrodt*  
 Max D. Kleinschrodt, A&P 476802692

AIRCRAFT LOG



**Straight Flight**

**LOG ENTRY**

REPAIR STATION #: OMKR399L  
 13251 E. CONTROL TOWER RD., BOX K-12  
 ENGLEWOOD, CO 80112  
 (303) 799-8906

DATE: 12/01/06 TOTAL TIME: 98.4 HOBBS  
 TACH TIME: \_\_\_\_\_

(N616AR) - Straight Flight has completed the following: 1) Removed aircraft registration number N3137G and replaced with new registration number N616AR using Custom match DuPont polyurethane paint New registration number was installed per the requirements of FAR part 45, sub-part C and in accordance with AC8050-64 Assignment of Special Registration Numbers dated September 25, 2006. Customer to complete new airworthiness and registration certificate; 2) Replaced existing silver stripe from nose to tail on both sides of aircraft fuselage and wing tips using Du-Pont Red Metallic (P1277).

**Release Statement:**

Straight Flight, Inc. hereby certifies that all the above maintenance and inspection has been accomplished in accordance with Straight Flight Inspection Procedure Manual, FAR 43.13, and FAR's governing the operation of this equipment and referencing the standard practices in AC43.13 1B, change dated September 8, 1998, and using the Piper PA32R-301T series maintenance manuals. The items listed above have been inspected and determined to be in an airworthy condition for return to service.

Information on these repairs is on file at **Straight Flight** facility under project #4140.

No change to aircraft weight and balance.

*Ernest L Smith IV*  
**Ernest L Smith IV, Chief Inspector, Straight Flight, Inc., FAA CRS #OMKR399L.**

Total To			
Carry Forward			

AIRCRAFT LOG

REPAIR STATION #: OMKR399L  
13251 E. CONTROL TOWER RD., BOX K-12  
ENGLEWOOD, CO 80112  
(303) 799-8906

LOG ENTRY

TIME: 98.4 HOBBS  
TACH TIME: \_\_\_\_\_

and the following: 1) Removed aircraft registration number N3137G and replaced using Custom match DuPont polyurethane paint New registration number was part 45, sub-part C and in accordance with AC8050-64 Assignment of Special 25, 2006. Customer to complete new airworthiness and registration certificate; 2) to tall on both sides of aircraft fuselage and wing tips using Du-Pont Red Metallic

all the above maintenance and inspection has been accomplished in accordance Manual, FAR 43.13, and FAR's governing the operation of this equipment and C43.13 1B, change dated September 8, 1998, and using the Piper PA32R-301T listed above have been inspected and determined to be in an airworthy condition

Straight Flight facility under project #4140.

Director, Straight Flight, Inc., FAA CRS #OMKR399L.

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

and Re: \_\_\_\_\_

\*\*\*\*\*  
LOGBOOK ENTRY Date 06/29/07

Piper Model PA32R-301T Reg #N616AR  
Install 28 volt cabin convenience outlet under left rear facing cabin seat. The device was powered by a #18 tefzel wire and protected by a Klixon 7277-2-5 5amp circuit breaker labeled "cabin 28V". The outlet was labeled "28V 5amp". Details recorded on J.O. #07-01629  
FAA CRS PE5R116N.

Signed *Chris Lane*  
For Denver Avionics Inc.

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Certificate No. \_\_\_\_\_

## AIRCRAFT LOG

**Da**    **AIRFRAME**    July 20, 2007    Hobbs: 160.4    Total Time: 160.4    **N616AR** nce  
Propeller Total Time: 160.4

Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2007-14.

Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.

Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions.

Complied with Avidyne standby attitude indicator battery capacity test and charge per the manufacturer's specifications. Operational check good.

Serviced and charged the aircraft battery.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.

Complied with annual ice protection system inspection per the manufacturer's specifications.

Annual flight test has been completed.

Piper VSP 182 and Avidyne S.B. 601-00006-067 PFD modification have been previously complied with by Avidyne.

Piper VSP 143 and Meggit S.B. 02-001 have been previously complied with by inspection of Pilot Operating Handbook revision.

Checked torque on all wing attachment bolts per the manufacturer's maintenance manual section 57-40-00. Removed and replaced one bolt on the left and right wing with new parts per the manufacturer's instructions.

Page 1 of 2

Total To  
Carry Forward





# AIRCRAFT LOG

), 2007 Hobbs: 160.4 Total Time: 160.4 **N616AR** nce  
 er Total Time: 160.4  
 al Inspection using the Piper PA32R-301T checklist and FAR 43,  
 new Directive compliance checked through Revision 2007-14.  
 Inspection per FAR 91.207 (d). Reinstalled ELT after inspection.  
 r S.B. 1048, stainless steel control cable lubrication per the service  
 dyne standby attitude indicator battery capacity test and charge per the  
 ations. Operational check good.  
 ed the aircraft battery.  
 annual fire extinguisher contents check. No discrepancies noted.  
 day fuel strainer drain inspection per the manufacturer's specifications.  
 ual ice protection system inspection per the manufacturer's specifications.  
 han been completed.  
 d Avdyne S.B. 601-00006-067 PFD modification have been previously  
 dyne.  
 d Meggit S.B. 02-001 have been previously complied with by inspection  
 ndbook revision.  
 on all wing attachment bolts per the manufacturer's maintenance manual  
 moved and replaced one bolt on the left and right wing with new parts per  
 nstructions.

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

**AIRFRAME** (cont'd.) July 20, 2007

**N616AR**

Adjusted nose landing gear travel and nose gear door position per the manufacturer's specifications. Gear retraction check good. icate No.

Adjusted rudder cable tension per the manufacturer's specifications.

Adjusted aileron cable tension per the manufacturer's specifications.

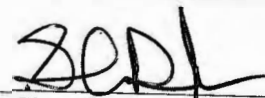
Adjusted stabilator trim cable tension per the manufacturer's specifications.

Adjusted stabilator travel per the manufacturer's specifications.

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

For Aviation Sales, Inc.

W.O: 15419



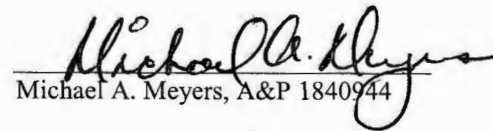
Glenn D. Jones, A&P 3130913 IA

**AIRFRAME** August 16, 2007 Hobbs: 166.7 **N616AR**

Removed landing gear indicator light assembly Serial No. 2469 and replaced with new part Serial No. 2825. Operational check good.

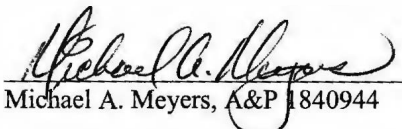
For Aviation Sales, Inc.

W. O. 15487



Michael A. Meyers, A&P 1840944

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	<b>AIRFRAME</b> September 28, 2007 Hobbs: 201.9 <span style="float: right;"><b>N616AR</b></span>			
	Removed vertical fin strobe and replaced with new part. Operational check good.			
	Removed downlock switch wire to left gear and replaced with new part. Operational check good.			
	For Aviation Sales, Inc. W.O. No. 15527		 Michael A. Meyers, A&P 1840944	
<b>Total To Carry Forward</b>				



# AIRCRAFT LOG

Time	Recorder		Maintenance
	Total	Reading	

ember 28, 2007 Hobbs: 201.9 **N616AR**  
 fln strobe and replaced with new part. Operational check

ock switch wire to left gear and replaced with new part.  
 ood.

*Michael A. Meyers*  
 Michael A. Meyers, A&P 1840944

## LOGBOOK ENTRY

DATE: 1/30/08

and Rem: Model: PA32R-301 S/N: 3257423 Reg: N616AR TT: 232.3

Certificate No.

Performed FAR 91.411 and 91.413 inspections to the following  
 units: ADC P/N 710-00053-002 S/N 21496056

XPDR P/N 011-00455-00 S/N 84121241

Stby Alt P/N 5934PD-3 S/N 425166

All work done IAW FAR 23.1325 and 43 appx E(c) and F. No  
 defects noted in operation. See DAI SO# 08-02149 for details.

Signed:



For Denver Avionics, Inc. CRS PE5R116N

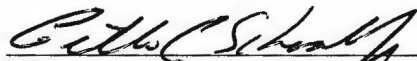
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End

## AIRCRAFT LOG

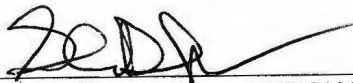
<b>AIRFRAME</b>	January 30, 2008	Hobbs: 232.3	<b>N616AR</b>	enance
Removed and replaced ELT battery. New expiration date: 04/10. Operational check good.				
Adjusted stabilator cable tension per the manufacturer's specifications.				
Adjusted stabilator trim cable tension per the manufacturer's specifications.				
Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection.				
Operational check good.				

For Aviation Sales, Inc.  
W.O. 15657

  
Gilbert C. Schoales, Jr. A&P 19843741

<b>AIRFRAME</b>	March 20, 2008	Hobbs: 264.1	<b>N616AR</b>	
Removed standby attitude indicator Serial No. K05-10488 and replaced with overhauled part Serial No. F04-10321. (See FAA Form 8130-3 from Mid-Continent Instrument Co. Inc., dated 10/31/07 placed in the aircraft records.) Operational check good.				
Next battery capacity check due 07/08. Next battery replacement due 03/11.				

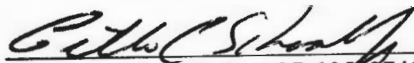
For Aviation Sales, Inc.  
W.O. 15692

  
Glenn D. Jones, A&P 3130913

Total To Carry Forward				
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**AIRCRAFT LOG**

February 30, 2008 Hobbs: 232.3 **N616AR** Maintenance  
 3LT battery. New expiration date: 04/10. Operational check good.  
 Cable tension per the manufacturer's specifications.  
 Cable tension per the manufacturer's specifications.  
 Inspection per FAR 91.207 (d). Reinstalled ELT after inspection.

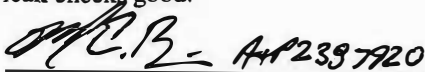

  
 Gilbert C. Schoales, Jr. A&P 19843741

**AIRFRAME** March 20, 2008 Hobbs: 264.1 **N616AR**  
 Removed standby attitude indicator Serial No. K05-10488 and  
 replaced with overhauled part Serial No. F04-10321. (See FAA  
 Form 8130-3 from Mid-Continent Instrument Co. Inc., dated  
 03/07 placed in the aircraft records.) Operational check good.  
 Next battery capacity check due 07/08. Next battery replacement  
 due 03/11.

For Aviation Sales, Inc.  
 O. 15692

  
 Glenn D. Jones, A&P 3130913

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

and Remarks	Signature	Certificate No.
<p><b>AIRFRAME</b> April 24, 2008 Hobbs: 281.0 <b>N616AR</b>                      Removed air conditioner compressor discharge line and replaced with a                      new part. Serviced air conditioner with refrigerant per the manufacturer's                      specifications. Operational and leak checks good.</p> <p>For Aviation Sales, Inc.                      W. O. 15718</p>	<p>                      Mark E. Biron, A&amp;P 2387920</p>	
<p><b>AIRFRAME</b> May 19, 2008 Hobbs: 293.5 <b>N616AR</b>                      Repaired wire connection at left gear squat switch. Performed                      gear retraction test. Operational check good.</p> <p>For Aviation Sales, Inc.                      W.O. 15746</p>	<p>                      Max D. Kleinschrodt, A&amp;P 476802692</p>	

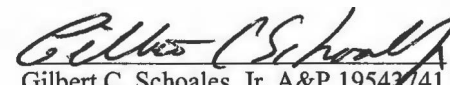
## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance	
	This Date	Total			
—	<b>AIRFRAME</b>	August 1, 2008	Hobbs: 330.0	Total Time: 330.0	<b>N616AR</b>
		Propeller Total Time: 330.0			
—	Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2008-14.				
—	Complied with the annual fire extinguisher contents check. No discrepancies noted.				
—	Complied with Avidyne standby attitude indicator battery capacity test and charge per the manufacturer's specifications. Operational check good.				
—	Complied with 30 day aircraft battery inspection, service and charge.				
—	Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.				
—	Complied with Avidyne primary flight display magnetometer calibration per the manufacturer's specifications.				
—	Complied with annual ice protection system inspection per the manufacturer's specifications.				
—	Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.				
—	Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions. Next inspection is due at 430 hours or 08/09.				
—	Annual test flight has been completed.				
—	Performed 100 hour exhaust system and muffler inspection.				
—	Complied with 100 Hour/Annual standby alternator inspection per the manufacturer's specifications.				
—	No discrepancies noted.				
—	Removed nose gear stop assembly and replaced with new part. Operational check good.				
—	Replaced right floor vent "On/Off" knob with new part.				

# AIRCRAFT LOG

Flight Time	Recorder Reading	Maintenance
2008	Hobbs: 330.0	Total Time: 330.0 N616AR
<p>Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix                      compliance checked through Revision 2008-14.                      fire extinguisher contents check. No discrepancies noted.                      standby attitude indicator battery capacity test and charge per the                      instructions. Operational check good.                      aircraft battery inspection, service and charge.                      inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational                      primary flight display magnetometer calibration per the manufacturer's                      ice protection system inspection per the manufacturer's specifications.                      fuel strainer drain inspection per the manufacturer's specifications.                      J.B. 1048, stainless steel control cable lubrication per the service bulletin                      is due at 430 hours or 08/09.                      been completed.                      exhaust system and muffler inspection.                      Annual standby alternator inspection per the manufacturer's specifications.                      prop assembly and replaced with new part. Operational check good.                      vent "On/Off" knob with new part.</p>		

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

and Remarks	Signature	Certificate No.
<p><b>AIRFRAME (cont'd.) August 1, 2008</b></p> <p>Adjusted aileron cable tension per the manufacturer's specifications.                      Removed left brake linings and replaced with new parts. Operational check good.                      Removed left main wheel bearings and bearing cups and replaced with new parts.                      Removed muffler support cable and replaced with new part.                      Avidyne A.D. 2008-06-28 R1 incorrect altitude and airspeed information, is not applicable by                      PFD serial numbers.                      Complied with Piper VSP 191 and Avidyne SA08-001 by inserting a copy of Avidyne SA08-001                      into the Pilot's Operating Handbook.                      Complied with Piper A.D 2008-08-14 and Precision Airmotive S.B. PRS-107R3, hex plug in                      regulator cover by replacing gasket with new part per the service bulletin instructions.                      Removed air conditioner charger hose and replaced with new part. Serviced air conditioner with                      refrigerant per the manufacturer's specifications. Leak check good.                      I certify that this aircraft has been inspected in accordance with an Annual Inspection and was                      determined to be in airworthy condition.</p> <p>For Aviation Sales, Inc.                      W.O. 15813</p>		<p>N616AR</p>

Gilbert C. Schoales, Jr. A&P 1954/41 IA



## AIRCRAFT LOG

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

**AIRFRAME**      August 28, 2008                      Hobbs: 346.3                      **N616AR**

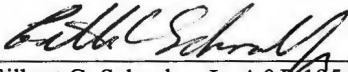
Complied with Piper S.B. 1187, voltage suppressor replacement per the service bulletin instructions.

Complied with Piper S.B. 1178, nose gear forging inspection per the service bulletin instructions. No discrepancies noted.

Complied with Piper S.L. 1108, manifold pressure transducer inspection per the service letter instructions. Removed manifold air pressure transducer Serial No. 2065 and replaced with repaired part Serial No. 3054. (See FAA Form 8130-3 from Sensor Systems L.L.C., dated 7/17/08 placed in the aircraft records.) Operational check good.

Adjusted landing gear warning horn throttle microswitch per the manufacturer's specifications.

For Aviation Sales, Inc.  
W.O. 15849

  
Gilbert C. Schoales, Jr. A&P 19543741

<b>Total To Carry Forward</b>				



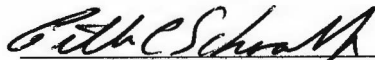


# AIRCRAFT LOG

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

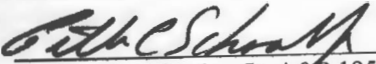
— AIRFRAME
October 24, 2008
Hobbs: 366.7
N616AR  
Reinstalled pilot's seat vertical adjust knob on actuator. Operational check good.

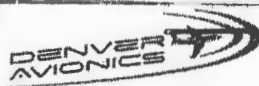
— For Aviation Sales, Inc.  
 — W.O. 15902  
 —

  
 Gilbert C. Schoales, Jr. A&P 19543741

Total To Carry Forward				

# AIRCRAFT LOG

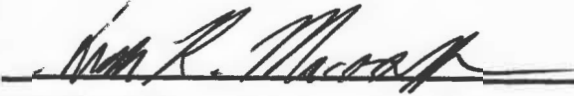

Flight Time	Recorder Reading		Maintenance
	Total		
October 24, 2008		Hobbs: 366.7	N616AR
vertical adjust knob on actuator. Operational check good.			
 Gilbert C. Schoales, Jr. A&P 19543741			



7625 S. Peoria D-14  
Englewood, CO 80112

Maintenance Log Entry


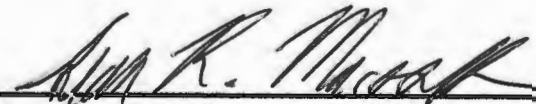
November 20, 2008

N616AR	Piper PA-32R-301T	S/N: 3257423
<p>Removed defective Garmin GNS GNS430-10 P/N: 011-00280-10 S/N: 97132714 and shipped to Garmin for repair. Reinstalled repaired GNS 430. Ops check normal.</p>		
<p>The aircraft and/or component identified above was repaired and inspected in accordance with current instructions contained in our manual and the maintenance rules of the Federal Aviation Regulation under which we are certificated and is approved for return to service as per those requirements.</p>		
<p>Details on DAI SO#08-02781.</p>		
<p>Signed: </p>		Sean R. Maccoomb
<p>CRS PE5R116N</p>		
<p>Signed: </p>		Sean R. Maccoomb
<p>CRS PE5R116N</p>		

**AIRCRAFT LOG**

No Total	Recorder Reading	Maintenance
24, 2008	Hobbs: 366.7	N616AR al adjust knob on actuator. Operational check good.  <i>Gilbert C. Schoales, Jr.</i> Gilbert C. Schoales, Jr. A&P 19543741

AVERY

and Remarks	Signature	Certificate No.
 7625 S. Peoria D-14 Englewood, CO 80112	Maintenance Log Entry	October 7, 2008
N616AR	Piper PA-32R-301T	S/N: 3257423
Garmin GNS GNS430-10 P/N: 011-00280-10 S/N: 97132714 is not reconizing the TAWS/Terrain card causing the GNS430 to reboot repeatedly. Removed defective TAWS/Terrain card and issued factory new replacement TAWS/Terrain card to customer. Customer will install new card and test.		
Details on DAI SO#08-02687.		
Signed:	 _____	Sean R. Maccoomb
CRS PE5R116N		

**AIRCRAFT LOG**

**Date**

**AIRFRAME** November 26, 2008 Hobbs: 375.1 **N616AR**  
 Removed right wing tip lens and replaced with new part.

**Maintenance**

For Aviation Sales, Inc.  
 W. O. 15945

*Gilbert C. Schoales, Jr.*  
 Gilbert C. Schoales, Jr. A&PV543741




**N616AR**  
 Aviation Sales Inc

**PA-32R-301T**  
 3257423

**September 18, 2008**

Removed the defective Multifunction Display P/N:700-00004-006 S/N:20503175 and installed an Avidyne exchange repaired/serviceable Multifunction Display P/N:700-00004-006 S/N:20014157. Performed an operational test of the Multifunction Displays EMC interference, Lightning sensor, Traffic system, and datalink features I.A.W Avidyne Entegra EX5000 MFD Installation Manual, no defects noted. Aviation Sales to perform the fuel quantity calibration portion of this system and any additional return to service checks.

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

Signed: *[Signature]* for Duncan Avionics; Englewood, CO 80112  
 For Duncan Aviation CRS # JG7D076J Phone: 303-649-1790 Total Time: \_\_\_\_\_ Total Landings: \_\_\_\_\_

**DUNCAN**  
**QT 1083**

<b>Total To Carry Forward</b>			
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AIRCRAFT LOG

September 26, 2008 Hobbs: 375.1 N616AR  
wing tip lens and replaced with new part.

Inc. Gilbert C. Schoales, Jr.  
Gilbert C. Schoales, Jr. A&P 6543741

Maintenance

PA-32R-301T  
3257423

September 18, 2009

Display P/N:700-00004-006 S/N:20503175 and installed an Avidyne exchange  
Display P/N:700-00004-006 S/N:20014157. Performed an operational test of the  
ence, lightning sensor, Traffic system, and datalink features I.A.W Avidyne Integra  
defects noted. Aviation Sales to perform the fuel quantity calibration portion of this  
vice checks.

nance is certified airworthy and approved for return to service. A detailed record is on

DUNCAN  
Q1 1083

for Duncan Avionics; Englewood, CO 80112

76J Phone: 303-649-1796

Total Time: \_\_\_\_\_

Total Landings: \_\_\_\_\_

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

Signature

Certificate No.

AIRFRAME September 17, 2009 Hobbs: 460.9 Total Time: 460.9 N616AR  
Propeller Total Time: 460.9

Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43,  
Appendix D. Airworthiness Directive compliance checked through Revision 2009-18.

Performed annual test flight.

Removed the oxygen cylinder for hydrostatic test. (See Maintenance Release from Aero  
Care, Inc., dated 8/31/09 placed in the aircraft records.) Reinstalled the oxygen cylinder after  
testing and service. Operational and leak checks good.

Complied with Avidyne standby attitude indicator battery capacity test. Unit failed test.  
Removed standby battery and replaced with new part. Operational check good.

Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection.  
Operational check good.

Complied with 100 Hour/Annual standby alternator inspection per the manufacturer's  
specifications. No discrepancies noted.

Performed 100 hour exhaust system and muffler inspection.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Complied with Annual ice protection system inspection per the manufacturer's specifications.

Complied with Piper S.B. 1198A, fuel selector oring replacement, per the service bulletin  
instructions.

Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service  
bulletin instructions. Next inspection is due at 560.9 hours or 08/10.

Page 1 of 3

EMERGENCY BATTERY REPLACEMENT

Affix this label in aircraft logbook

Recommended battery replacement 3 years from date  
of manufacture. Order Part No. 9015607 from  
Mid-Continent Instruments at (800) 821-1212.

Date of Manufacture: 9-01-09



# AIRCRAFT LOG

Date	Aircraft Time	Recorder	Maintenance
	<b>AIRFRAME</b> (cont'd.) September 17, 2009		<b>N616AR</b>
	Complied with Piper VSP 196 and Lycoming S.B. 583A inspection of Slick magnetos 4300/6300 for premature wear of breaker point cam per the service bulletin instructions. No discrepancies noted. Next inspection due at 560.9 hours or 09/10.		
	Complied with Piper VSP 197A, Lycoming S.B. 584B inspection of Slick magnetos 4300/6300 for premature carbon brush wear per the service bulletin instructions. No discrepancies noted. Next inspection due at 960.9 hours or 09/10.		
	Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.		
	Complied with continued airworthiness inspection requirements for the installed equipment as required.		
	Removed air conditioner charge hose and replaced with new part. Serviced air conditioner with refrigerant per the manufacturer's specifications. Operational and leak checks good.		
	Removed, replaced and balanced left and right main landing gear tires. Cleaned, inspected and serviced left and right main gear wheel bearings.		
	Removed left magneto rocker switch light bulb and replaced with new part. Operational check good.		
	Removed battery master switch rocker light bulb and replaced with new part. Operational check good.		
	Removed ground clear rocker switch light bulb and replaced with new part. Operational check good.		
<b>Total To Carry Forward</b>			

# AIRCRAFT LOG

Time	Recorder	Maintenance
cont'd.) September 17, 2009		N616AR
with Piper VSP 196 and Lycoming S.B. 583A inspection of Slick magnetos		
premature wear of breaker point cam per the service bulletin instructions. No		
noted. Next inspection due at 560.9 hours or 09/10.		
with Piper VSP 197A, Lycoming S.B. 584B inspection of Slick magnetos		
premature carbon brush wear per the service bulletin instructions. No		
noted. Next inspection due at 960.9 hours or 09/10.		
with 90 day fuel strainer drain inspection per the manufacturer's specifications.		
with continued airworthiness inspection requirements for the installed equipment		
conditioner charge hose and replaced with new part. Serviced air conditioner		
per the manufacturer's specifications. Operational and leak checks good.		
replaced and balanced left and right main landing gear tires. Cleaned, inspected		
left and right main gear wheel bearings.		
left magneto rocker switch light bulb and replaced with new part. Operational		
battery master switch rocker light bulb and replaced with new part. Operational		
ground clear rocker switch light bulb and replaced with new part. Operational		

Page 2 of 3

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

**AIRFRAME** (cont'd.) September 17, 2009 N616AR

Removed left brake disc and brake linings and replaced with new parts. Operational check good. ificate No.

Adjusted rudder cable tension per the manufacturer's specifications.

Removed nose gear "Tow Limit" placard and replaced with new part.

Removed aircraft battery Serial No. G02249785 and replaced with new part Serial No. G02425749. Operational check good.

Removed right magneto switch light bulb and replaced with new part. Operational check good.

Removed taxi light switch light bulb and replaced with new part. Operational check good.

Complied with fuel quantity calibration per the manufacturer's maintenance manual after MFD replacement. Operational check good.

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

For Aviation Sales, Inc.  
W.O. 16173

*Tom T. Mestas*  
Tom T. Mestas, A&P 523940167 IA

Page 3 of 3

**AIRFRAME** October 15, 2009 Hobbs: 478.0 N616AR

Removed fuel pump and right magneto switch light bulbs and replaced with new parts. Operational check good.

Resealed parking brake. Bled the parking brake system per the manufacturer's specifications. Operational check good.

For Aviation Sales, Inc.  
W.O. 16227

*Max D. Kleinschrodt*  
Max D. Kleinschrodt, A&P 476802692



7625 S. Peoria D-14  
Englewood, CO 80112

Maintenance Log Entry

October 20, 2009

N616AR

Piper PA-32R-301T

S/N: 3257423

TT:

Reracked auto pilot computer. Performed operation ground check of autopilot system, no defects noted at this time. See DAI SO# 0903306 for details.

The aircraft and/or component identified above was repaired and inspected in accordance with current instructions contained in our manual and the maintenance rules of the Federal Aviation Regulation under which we are certificated and is approved for return to service as per those requirements.

Scott C Farron

CRS PE5R116N

AIRFRAME

May 17, 2010

Hobbs: 497.8

N616AR

Removed and replaced ELT battery. New expiration date: 11/11. Operational check good.

For Aviation Sales, Inc.  
W.O. 16415

  
Gilbert C. Schoales, Jr. A&P 19543741



7625 S. Peoria D-14  
Englewood, CO 80112

Maintenance Log Entry

October 20, 2009

AR

Piper PA-32R-301T

S/N: 3257423

TT:

pilot computer. Performed operation ground check of autopilot system, no defects noted at DAI SO# 0903306 for details.

nd/or component identified above was repaired and inspected in accordance with current contained in our manual and the maintenance rules of the Federal Aviation Regulation under certified and is approved for return to service as per those requirements.

Scott C Farron

CRS PE5R116N

IRFRAME May 17, 2010 Hobbs: 497.8 N616AR  
Removed and replaced ELT battery. New expiration date: 11/11. Operational check good.

Gilbert C. Schoales, Jr. A&P 19543741

or Avlation Sales, Inc.  
V.O. 16415

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

and Remarks

**DUNCAN AVIATION.**

N616AR  
Aviation Sales Inc

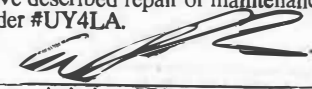
Piper PA-32-R-301T  
3257423

Completed a 24 month certification of the static pressure system and the transponder system. The ADDU, standby alt pressure system tests and inspections, and automatic pressure altitude reporting system test required by Title 14 CFR Part 43, Appendices E and F. The transponder test and inspection required by Title 14 CFR 91.413 have been performed and found to comply with Part 43, Appendices E and F.

- The ADDU was tested to 25,000 feet on 5/14/10.
- The standby altimeter was tested to 25,000 feet on 5/14/10.
- The transponder was tested on 5/14/10.
- The encoder data correspondence was tested to 25,000 feet on 5/14/10.
- The static pressure system was tested and inspected on 5/14/10.

Air Data Display Unit P/N:700-00006-002, S/N:21496056  
Standby Altimeter P/N:5934PAD-3, S/N:452766  
Transponder: M/N:GTX 330, P/N:011-00455-00, S/N:84121241

The above described repair or maintenance is certified airworthy and approved for return to service. A detailed record in work order #UY4LA.

Signed:  for Duncan Avionics; Englewood, CO  
for Duncan Aviation CRS # JG7D076J Phone: 303-649-1790 Total Time: \_\_\_\_\_ Total Landings: \_\_\_\_\_

DUNCAN  
011083

# AIRCRAFT LOG



**N616AR**  
Aviation Sales Inc

**Piper PA-32R-301T**  
3257423

**May 17, 2010**

Re-configured the transponder P/N:011-00455-00 S/N:84121241 to reflect the correct mode S tail number I.A.W the Garmin GT 330 Transponder Installation Manual section 5.2.13.1. Tested and inspected the automatic pressure altitude reporting system I.A.W Title 14 CFR Part 91.413 paragraph (b), no defects noted.

The above described repair or maintenance is certified airworthy and approved for return to service. A detailed record is on file under work order #UY4LA.

Signed:  DUNCAN  
011083 \_\_\_\_\_ for Duncan Avionics; Englewood, CO 80112  
 For Duncan Aviation CRS #JG7D076J Phone: 303-649-1790 Total Time: \_\_\_\_\_ Total Landings: \_\_\_\_\_

Total To Carry Forward				



## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
_____	<b>AIRFRAME</b> (cont'd.) October 5, 2010			<b>N616AR</b>
_____	Complied with annual TKS ice protection system inspection.			
_____	Complied with 3 year TKS ice protection system filter replacement and TKS fluid service.			
_____	Complied with 100 hour wing aft attach bolt inspection. No defects noted.			
_____	Complied with 500 hour stabilator trim actuator screw cleaning and lubrication.			
_____	Removed oxygen cylinder for regulator overhaul. (See FAA Form 8130-3 from HRD Aero Systems dated 9/28/10 and Maintenance Release from Aero Care, Inc., dated 9/29/10 placed in the aircraft records.) Reinstalled oxygen cylinder after regulator overhaul. Operational and leak checks good.			
_____	Complied with 100 hour aircraft electrical bonding inspection. No defects noted.			
_____	Complied with 500 hour alternator inspection.			
_____	Complied with 100 Hour/Annual standby alternator inspection per the manufacturer's specifications. No discrepancies noted.			
_____	Complied with Piper A.D. 84-26-02, induction air filter replacement per the manufacturer's instructions.			
_____	Complied with Piper A.D. 2010-13-07, V-band exhaust coupling, by inspection. No defects noted.			
_____	Complied with 100 hour exhaust system and V-band coupling inspection.			
_____	Complied with 500 hour engine oil cooler flush.			
_____	<b>Total T</b>			Page 2 of 4
_____	<b>Carry forward</b>			



**AIRCRAFT LOG**

**Piper PA-32R-301T  
3257423**

**May 17, 2010**

les Inc  
0455-00 S/N:84121241 to reflect the correct mode S tail number I.A.W the Garmin GTX  
ation 5.2.13.1. Tested and inspected the automatic pressure altitude reporting system I.A.W  
no defects noted.

is certified airworthy and approved for return to service. A detailed record is on file und

**DUNCAN  
AT LOGS**  
for Duncan Avionics; Englewood, CO 80112  
Total Landings: \_\_\_\_\_  
Phone: 303-649-1790 Total Time: \_\_\_\_\_


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

	Signature	Certificate No.
<b>AIRFRAME</b>	October 5, 2010	Hobbs: 545.7 Total Time: 545.7 N616AR
Propeller Total Time: 545.7		
Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2010-19.		
Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.		
Complied with 2 year Avidyne primary flight display magnetometer calibration and compass swing per the manufacturer's specifications.		
Complied with Mid-Continent standby attitude indicator battery capacity test and charge per the manufacturer's specifications. Operational check good.		
Complied with 30 day battery compartment inspection. No discrepancies noted.		
Removed aircraft battery and performed 100 hour/annual capacity check. Battery checked good. Reinstalled battery after charging and servicing.		
Complied with 90 day inspection and cleaning of aircraft fuel strainer bowl.		
Performed annual test flight.		
Complied with 500 hour air conditioner condenser actuator cleaning and lubrication.		
Complied with 500 hour landing gear torque link bolt inspection. No defects noted.		
Complied with 500 hour flap selector cable inspection. No defects noted.		
Complied with the annual fire extinguisher contents check. No discrepancies noted.		
		Page 1 of 4

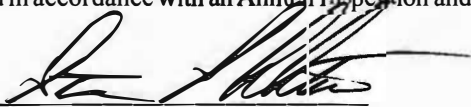
# AIRCRAFT LOG

Aircraft Time		Recorder Reading	Maintenance
This Date	Total		
<p><b>NAME (cont'd.) October 5, 2010</b></p> <p>Complied with annual TKS ice protection system inspection.</p> <p>Complied with 3 year TKS ice protection system filter replacement and TKS fluid service.</p> <p>Complied with 100 hour wing aft attach bolt inspection. No defects noted.</p> <p>Complied with 500 hour stabilator trim actuator screw cleaning and lubrication.</p> <p>Removed oxygen cylinder for regulator overhaul. (See FAA Form 8130-3 from HRD Aero dated 9/28/10 and Maintenance Release from Aero Care, Inc., dated 9/29/10 placed in aircraft records.) Reinstalled oxygen cylinder after regulator overhaul. Operational and leak good.</p> <p>Complied with 100 hour aircraft electrical bonding inspection. No defects noted.</p> <p>Complied with 500 hour alternator inspection.</p> <p>Complied with 100 Hour/Annual standby alternator inspection per the manufacturer's instructions. No discrepancies noted.</p> <p>Complied with Piper A.D. 84-26-02, induction air filter replacement per the manufacturer's instructions.</p> <p>Complied with Piper A.D. 2010-13-07, V-band exhaust coupling, by inspection. No defects noted.</p> <p>Complied with 100 hour exhaust system and V-band coupling inspection.</p> <p>Complied with 500 hour engine oil cooler flush.</p>			<p><b>N616AR</b></p>

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

and Remarks	Signature	Cor
<p><b>AIRFRAME (cont'd.) October 5, 2010</b></p> <p>Complied with Piper A.D. 2010-15-10, control wheel shaft inspection, in accordance with Piper S.B. 1197B, step 4. No defects noted.</p> <p>Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions. Next inspection is due at 645.7 hours or 10/11.</p> <p>Complied with Piper VSP 196 and Lycoming S.B. 583A, inspection of Slick magnetos 4300/6300 for premature wear of breaker point cam per the service bulletin instructions. Terminating actions have been met by time in service without timing drift of magneto's.</p> <p>Complied with Piper VSP 197A and Lycoming S.B. 584A, inspection of Slick magnetos 4300/6300 for premature carbon brush wear per the service bulletin instructions. Complied with terminating actions by replacing the carbon brush in both magnetos as instructed.</p> <p>Complied with continued airworthiness inspection requirements for the installed equipment as required.</p> <p>Removed starter ring gear Serial No. F4P-070627 and replaced with new part Serial No. F4P-181001. Operational check good.</p> <p>Removed left lower cowling heat shield and replaced with new part.</p> <p>Removed alternator cooling duct hose and replaced with new part.</p> <p>Removed post light above flap selector and replaced with new part. Operational check good.</p>		<p><b>N616AR</b></p>

## AIRCRAFT LOG


Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
				<b>N616AR</b>
	<p><b>AIRFRAME</b> (cont'd.) October 5, 2010</p> <p>Removed left brake disc, linings and shim and replaced with new parts. Operational check good.</p> <p>Removed nose wheel bearing cones and cups and replaced with new parts.</p> <p>Removed, cleaned, resealed and reinstalled the left brake caliper. Bled the brake system. Operational and leak checks good.</p> <p>Performed 100 hour exhaust system and muffler inspection.</p> <p>Complied with Piper S.B. 1216, Part I and II, aileron rib inspection. No defects noted. Next inspection due at 645.7 hours.</p> <p>Removed cylinder #5 CHT probe Serial No. 10505 and replaced with new part Serial No. 10967. Operational check good.</p> <p>I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.</p>			
	<p>For Aviation Sales, Inc. W.O. 16543</p>			 Steve Schlueter, A&P 506764251 IA
				Page 4 of 4
<b>Total To Carry Forward</b>				

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# AIRCRAFT LOG

Aircraft Time		Recorder Reading	Maintenance
This Date	Total		

**N616AR**  
 ME (cont'd.) October 5, 2010  
 Removed left brake disc, linings and shim and replaced with new parts. Operational check  
 removed nose wheel bearing cones and cups and replaced with new parts.  
 removed, cleaned, resealed and reinstalled the left brake caliper. Bled the brake system.  
 checked and leak checks good.  
 performed 100 hour exhaust system and muffler inspection.  
 completed with Piper S.B. 1216, Part I and II, aileron rib inspection. No defects noted. Next  
 inspection due at 645.7 hours.  
 removed cylinder #5 CHT probe Serial No. 10505 and replaced with new part Serial No.  
 Operational check good.  
 certify that this aircraft has been inspected in accordance with an Annual Inspection and was  
 found to be in airworthy condition.

  
 Steve Schlueter, A&P 506764251 IA  
 Page 4 of 4

Aviation Sales, Inc.  
 543

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

**AIRFRAME**    October 15, 2010                      Hobbs: 552.4                      **N616AR**  
 Removed lubrication fitting on propeller hub and replaced with new part. Leak check good.  
 Resealed left main landing gear strut assembly. Serviced with hydraulic fluid and nitrogen  
 per the manufacturer's specifications. Leak check good.

For Aviation Sales, Inc.  
 W.O. 16570

  
 Michael A. Meyers, A&P 1840944

**AIRFRAME**    December 30, 2010                      Hobbs: 583.7                      **N616AR**  
 Resealed nose gear strut assembly. Serviced with hydraulic fluid and nitrogen per the  
 manufacturer's specifications. Leak check good.  
 Resealed right main landing gear strut assembly. Serviced with hydraulic fluid and nitrogen  
 per the manufacturer's specifications. Leak check good.  
 Removed, replaced and balanced nose gear tire. Cleaned, inspected and serviced nose gear  
 wheel bearings.

For Aviation Sales, Inc.  
 W.O. 16630

  
 Tom T. Mestas, A&P 523940167



# AIRCRAFT LOG

**DUNCAN AVIATION**™

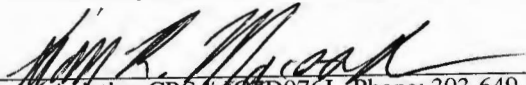
**N616AR**  
Aviation Sales, Inc.

**Piper PA-32R-301T**  
S/N:3257423

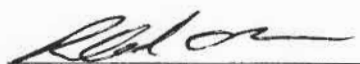

**July 18, 2011**

Removed Avidyne PFD P/N: 700-00006-002 S/N: 21496056 and replaced with warranty exchange, repaired Avidyne PFD P/N: 700-00006-002 S/N: 20033507. Tested aircraft static system IAW 14 CFR 23.1325. System operational check normal. All work performed IAW Avidyne Envision EXP5000 Primary Flight Display Installation Manual 600-00141-010 Revision 5 October 16, 2009. Customer to perform magnetometer calibration.

The above described repair or maintenance is approved for return to service. A detailed record is on file under Work Order #0PZWA.

Signed:  for Duncan Avionics; Englewood, CO 80112  
 For Duncan Aviation CRS # JG7D076J Phone: 303-649-1790 Total Time: \_\_\_\_\_ Total Landings: \_\_\_\_\_

**LEDUCATION**  
02 2011

<hr/> <b>AIRFRAME</b>	July 18, 2011	Hobbs: 607.6	<b>N616AR</b>
<hr/> Performed magnetometer calibration per the manufacturer's specifications after PFD replacement by Duncan Aviation. (See log book entry from Duncan Aviation dated 7/18/11 placed in the aircraft records.)			
<hr/> For Aviation Sales, Inc. W.O. 16815		 Ronald C. Gish, A&P 523046946	
<hr/> Tot. Carry forward 			



AIRCRAFT LOG

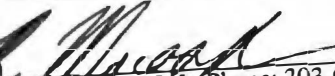
July 18, 2011

Piper PA-32R-301T  
S/N:3257423

N616AR  
Aviation Sales, Inc.

P/N: 700-00006-002 S/N: 21496056 and replaced with warranty exchange, repaired Avidyne PFD P/N: 033507. Tested aircraft static system IAW 14 CFR 23.1325. System operational check normal. All work Envision EXP5000 Primary Flight Display Installation Manual 600-00141-010 Revision 5 October 16, 01 magnetometer calibration.

air or maintenance is approved for return to service. A detailed record is on file under Work Order #0PZWA.

 for Duncan Avionics; Englewood, CO 80112  
CRS # JG7D076J Phone: 303-649-1790 Total Time: \_\_\_\_\_ Total Landings: \_\_\_\_\_

July 18, 2011 Hobbs: 607.6 N616AR  
d magnetometer calibration per the manufacturer's specifications after PFD  
by Duncan Aviation. (See log book entry from Duncan Aviation dated 7/18/11  
aircraft records.)

Sales, Inc.

  
Ronald C. Gish, A&P 523046946

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

AIRFRAME December 02, 2011 Hobbs: 644.5 Total Time: 644.5 N616AR

Propeller Total Time: 644.5 Propeller TSMOH: 0.0

Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2011-23.

Removed propeller and sent for overhaul. (See FAA Form 8130-3 from Rocky Mountain Propellers, Inc, dated 11/29/11 placed in the aircraft records.) Reinstalled propeller following overhaul. Operational and leak checks good.

Performed annual test flight.

Removed ELT 121.5Mz and replaced with new ELT 406Mz per Cobham Installation Manual 570-1600, Rev. I. Operational check good.

Removed aircraft battery and performed 100 hour/annual capacity check. Battery checked good. Reinstalled battery after charging and servicing.

Complied with 100 hour aircraft electrical bonding inspection. No defects noted.

Complied with 100 Hour/Annual standby alternator inspection per the manufacturer's specifications. No discrepancies noted.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Removed electric fuel pump Serial No. 118366 and replaced with new part Serial No. 128802. Operational and leak checks good.

Removed engine fuel pump Serial No. E3382 and sent for overhaul. (See FAA Form 8130-3 from Ametek B & S Aircraft Parts & Accessories dated 11/09/11 placed in the aircraft records.) Reinstalled engine fuel pump following overhaul. Operational and leak checks good.

# AIRCRAFT LOG

**AIRFRAME** (cont'd) December 02, 2011

**N616AR**

once

Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.

Complied with Mid-Continent standby attitude indicator battery capacity test and charge per the manufacturer's specifications. Operational check good.

Complied with 50 hour ice protection system inspection per the manufacturer's specifications.

Complied with annual/100 hour wing aft attach bolt inspection.

Complied with continued airworthiness inspection requirements for the installed equipment as required.

Complied with Piper S.B. 1048, stainless steel control cable lubrication, per the service bulletin instructions. Next inspection is due at 744.5 hours or 12/12.

Complied with Piper S.B. 1216A, aileron rib inspection, per the service bulletin instructions. No discrepancies noted at this time. Next inspection due at 744.5 hours or 12/12.

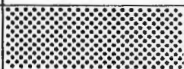
Complied with Piper S.B. 856, stabilizer attach fitting inspection, per the service bulletin instructions. No discrepancies noted at this time.

Complied with Piper S.L. 1135, control cable/pulley inspection, per the service letter instructions.

Complied with Piper VSP 215 and Lycoming S.B.597, fuel drain valve, by inspection per the service bulletin instructions.

Complied with Piper VSP 217 and Lycoming S.B.598A, non-conforming V-band clamps, by inspection per the service bulletin instructions. Not applicable per part identification numbers.

Page 2 of 3

Total To Carry Forward				
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AIRCRAFT LOG

E (cont'd) December 02, 2011 N616AR  
 d with 90 day fuel strainer drain inspection per the manufacturer's specifications.  
 d with Mid-Continent standby attitude indicator battery capacity test and charge per  
 rurer's specifications. Operational check good.  
 d with 50 hour ice protection system inspection per the manufacturer's specifications.  
 d with annual/100 hour wing aft attach bolt inspection.  
 d with continued airworthiness inspection requirements for the installed equipment  
  
 d with Piper S.B. 1048, stainless steel control cable lubrication, per the service  
 tructions. Next inspection is due at 744.5 hours or 12/12.  
 d with Piper S.B. 1216A, aileron rib inspection, per the service bulletin instructions.  
 ancies noted at this time. Next inspection due at 744.5 hours or 12/12.  
 d with Piper S.B. 856, stabilizer attach fitting inspection, per the service bulletin  
 . No discrepancies noted at this time.  
 d with Piper S.L. 1135, control cable/pulley inspection, per the service letter

Page 2 of 3

ance

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

AIRFRAME (cont'd) December 02, 2011

N616AR

Removed cabin center floor panel and replaced with new part.  
 Removed radio master switch and air conditioner "Off" switch lamps and replaced with new  
 parts. Operational check good.  
 Adjusted rudder cable tension per the manufacturer's specifications.  
 Adjusted stabilizer trim cable tension per the manufacturer's specifications.  
 Adjusted stabilizer cable tension per the manufacturer's specifications.  
 I certify that this airframe has been inspected in accordance with a Annual Inspection and was  
 determined to be in airworthy condition.

For Tempus Aircraft Sales & Service  
 W. O. T16895

*Tom J. Mestas*  
 Tom Mestas, A&P, 5239401671A

Page 3 of 3

Wulfberg Electronics Division  
 6400 Wilkinson Dr. Prescott, AZ 86301  
 (928)708-1550  
 LOG BOOK ENTRY W0- T16895  
 E.L.T. BATTERY  
 REPLACEMENT DATE 1-2018

AIRFRAME February 10, 2012

Hobbs: 647.4

N616AR

Removed alternator Serial No. F080169 and replaced with new part Serial No.  
 H-M010438. Operational check good.

For Tempus Aircraft Sales & Service  
 W.O. 17058

*Gilbert C. Schoales, Jr.*  
 Gilbert C. Schoales, Jr. A&P 19543741

## AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

**DUNCAN AVIATION**

**N616AR  
Tempus Aircraft**

**Piper PA-32R-301T  
S/N: 3257423**

**January 3, 2013**

The altimeter system and static system tests and Inspections and automatic pressure altitude reporting system required by 14 CFR 91.411 and the ATC Transponder test and inspection required by 14 CFR Part 91.413 have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Primary Flight Display	PN: 700-00006-002	SN: 20033507	Tested to 28,000 ft.
Altitude Encoder	PN: AK-350	SN: 63512	Tested to 28,000 ft.
Standby Altimeter	PN: 5934PAD-3	SN: 452766	Tested to 28,000 ft.
Transponder	PN: 011-00455-00	SN: 84121241	

The Primary Flight Display listed above was tested to 28,000 feet on January 3, 2013.  
 The Altitude Encoder listed above was tested to 28,000 feet on January 3, 2013.  
 The Standby Altimeter listed above was tested to 28,000 feet on January 3, 2013.  
 The #1 Transponder listed above was tested on January 3, 2013.  
 Encoder data correspondence was tested to 28,000 feet on January 3, 2013.  
 The static system was leak tested and inspected on January 3, 2013.

The above described repair or maintenance is approved for return to service. A detailed record is on file under Work Order 1Y6DA.

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

Duncan Aviation CRS # JG7D076J

Phone: 303-649-1790

for Duncan Avionics; Englewood, CO 80112

Total Time:

Total Landings:

Carry Forward





**AIRCRAFT LOG**

Aircraft Time		Recorder Reading	Maintenance
This Date	Total		

**N616AR**  
Tempus Aircraft

**Piper PA-32R-301T**  
S/N: 3257423

**January 3, 2013**

nd static system tests and Inspections and automatic pressure altitude reporting system required by 14 CFR  
ransponder test and inspection required by 14 CFR Part 91.413 have been performed and found to comply  
ppendix E and F.

PN: 700-00006-002  
PN: AK-350  
PN: 5934PAD-3  
PN: 011-00455-00

SN: 20033507  
SN: 63512  
SN: 452766  
SN: 84121241

Tested to 28,000 ft.  
Tested to 28,000 ft.  
Tested to 28,000 ft.

play listed above was tested to 28,000 feet on January 3, 2013.  
nted above was tested to 28,000 feet on January 3, 2013.  
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ted above was tested on January 3, 2013.  
ndence was tested to 28,000 feet on January 3, 2013.  
ank tested and inspected on January 3, 2013.

repair or maintenance is approved for return to service. A detailed record is on file under Work Order #

*[Signature]*  
# JG7D076J

Phone: 303-649-1790

for Duncan Avionics; Englewood. CO 80112

Total Time: Total Landings:

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

and Remarks	Signature
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**DUNCAN**  
AVIATION INC.

**N616AR**  
Tempus Aircraft

**Piper PA-32R-301T**  
S/N: 3257423

Janu

Performed Annual ELT Inspection on Artex ME406 (PN: 453-6603 SN:197-10001) IAW Cobham Description  
Installation and Maintenance Manual for ME406 ELT and found to comply with FAR 91.207 (d). Operational check  
defects noted.

Battery PN 452-6499

Battery Expiration Date : January 2018

Beacon ID # ADCC409C4400315

The above described repair or maintenance is approved for return to service. A detailed record is on file under W  
1Y6DA.

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

*[Signature]*

DUNCAN  
Q1111

Duncan Aviation CRS # JG7D076J

Phone: 303-649-1790

for Duncan Avionics; Englewood, CO

Total Time:

Total Landings



# AIRCRAFT LOG



## AIRFRAME

January 4, 2013

Aircraft Total Time: 678.6

Propeller Total Time: 678.6

## N616AR

Hobbs: 678.6

Performed an **Annual Inspection** using the Piper PA32R-301T checklist and FAR 43 Appendix D.

Airworthiness Directive compliance checked through Revision 2012-25.

- Complied with the continued airworthiness inspection requirements for the installed equipment as required.
- The annual flight check is to be performed by the owner/operator. Information and criteria for the check was provided.

### Airworthiness Directives and Service Bulletins

- Complied with Piper Service Bulletin 856 annual stabilator attach fitting inspection. No discrepancies noted.
- Complied with Piper Service Bulletin 1048 annual stainless steel control cable inspection and lubrication. No discrepancies noted.
- Complied with Piper Service Letter 1126 Voltage Suppressor Advisory by inserting copy of service letter into the Pilots Operating Handbook.

### Aircraft Scheduled Maintenance and Inspections

- Complied with 90 day inspection and cleaning of aircraft fuel strainer bowl.
- Complied with the 1 year/100 hour static discharger inspection. No discrepancies noted.
- Complied with the 100 hour aircraft electrical bonding inspection. No defects noted.
- Complied with the 100 hour standby alternator inspection.
- Complied with the 30 day battery compartment inspection. No discrepancies noted.
- Complied with the 1 year/400 hour aircraft battery capacity check.
- Removed aircraft battery serial number G02425749 bench charged and installed new battery serial number G02710497. Operational check good.

AIRCRAFT LOG



**AIRFRAME**

January 4, 2013

Aircraft Total Time: 678.6

Propeller Total Time: 678.6

**N616AR**

Hobbs: 678.6

**Annual Inspection** using the Piper PA32R-301T checklist and FAR 43 Appendix D. **Directive** compliance checked through Revision 2012-25. **the continued airworthiness inspection requirements for the installed equipment as required. Light check is to be performed by the owner/operator. Information and criteria for the check was**

**Directives and Service Bulletins**

**in Piper Service Bulletin 856 annual stabilator attach fitting inspection. No discrepancies noted. in Piper Service Bulletin 1048 annual stainless steel control cable inspection and lubrication. No noted. in Piper Service Letter 1126 Voltage Suppressor Advisory by inserting copy of service letter into rating Handbook.**

**Scheduled Maintenance and Inspections**

**in 90 day inspection and cleaning of aircraft fuel strainer bowl. in the 1 year/100 hour static discharger inspection. No discrepancies noted. in the 100 hour aircraft electrical bonding inspection. No defects noted. in the 100 hour standby alternator inspection. in the 30 day battery compartment inspection. No discrepancies noted. in the 1 year/400 hour aircraft battery capacity check. Aircraft battery serial number G02425749 bench charged and installed new battery serial 10497. Operational check good.**

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

an

**AIRFRAME (cont'd)**

January 4, 2013

**N616AR**

**Aircraft Scheduled Maintenance and Inspections**

- Complied with the 1 year fire extinguisher contents check. No discrepancies noted.
- Complied with the 1 year flight control cable lubrication.
- Complied with the 1 year wheel bearing lubrication.
- Complied with the 100 hour wing bolt inspection. No discrepancies noted.
- Complied with the 1 year/50 hour TKS ice protection system inspection. No discrepancies noted.
- Complied with the 3 year Mid-Continent standby attitude indicator battery replacement. Removed battery serial number M17702-4 and installed new battery serial number G11-10166. Operational check good.
- Complied with the 2 year calibration swing of the #1 ADAHRS.
- Complied with the 2 year standby magnetic compass calibration swing. Installed new compass correction card on compass.

**Aircraft Maintenance Actions**

- Secured a section of the aft cargo door seal with adhesive as required.
- Removed and replaced rudder cable aft bulkhead seals with new.
- Removed and replaced the bulb for the post light for flap control/alternate air control. Operational check good.
- Removed and replaced left brake linings with new.
- Removed and replaced right brake linings with new.
- Bled brake system per the manufacturer's instructions. Operational check good.

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

For Tempus Aircraft Sales & Service  
WO# 2019

*M. E. Biron*  
Mark E. Biron A&P2387920 IA

