

MAKE: Piper  
MODEL: PA-32R-301T  
S/N: 3257064  
REG. NO: 4922K

DATE: 28 November, 2018  
A/C TSN: 2759.2  
HOBBS: 2759.2

#### Airframe Entries

This aircraft has been inspected in accordance with an Annual Inspection in accordance with 14 CFR, part 43 appendix D and was determined to be in airworthy condition as of this date.

Complied with ICA's for the TKS anti ice system, the Garmin GNS530W, GMX200, and GDL49.

Inspected ELT per FAR 91.207(d). Installed new battery with expiration date NOV 2025.

AD 84-26-02 was complied with on 12/2017 at 2640 tach. Next due at 3140 tach.

AD 2015-19-07 was complied with by inspection of fuel injection lines and clamps. Next due when fuel injection lines are disturbed.

Serviced Shimmy Dampener.

Balanced propeller using Vibrex 2000 Digital Dynamic Balancer per the Vibrex 2000 User Guide. Final IPS reading of 0.2 was achieved.

Changed TKS filter using customer-supplied 908-1 filter, SN JCI97825 per Piper PA32R-301T AMM 30-10-00 p 28.

Removed and replaced 6 rivets from right lower stabilator surface using CR3243-4-2 rivets IAW Piper PA32R-301T AMM 20-00-00.

Rigged flap system per Piper PA32R-301T AMM 27-50-00.

Rebonded aft edge of center floor board panel with EL319 resin, cured and sanded smooth. Work performed IAW Piper PA 32R-301T AMM 51-00-00.

Removed forward left nutplate from upper cowl and installed new MS21082L3 nutplate per AC43.13-1A p 4-57.

---

#### Maintenance Release

The Aircraft, Airframe, Aircraft Engine or Propeller identified above was repaired and/or inspected with respect to the work performed on 4922K was done so in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at [REDACTED]

DATE: 28 November, 2018

SIGNED: [REDACTED]

Printed by EBis 3 (datcomedia.com)

ENGINE MODEL: TIO-540-AH1A  
ENGINE S/N: L-1003261A  
REG. NO: 4922K

DATE: 28 November, 2018  
A/C TSN: 2759.2  
ENG TT: 2759.2  
TSMOH: 1174.2  
HOBBS: 2759.2

### Engine Entries

Checked cylinder compressions; #1 78/80, #2 73/80, #3 79/80, #4 77/80, #5 77/80, #6 76/80. Drained oil. Removed oil filter and cut open to inspect; no defects noted. Serviced with Aeroshell 15W50. Ground run satisfactory, no leaks noted. This aircraft engine has been inspected in accordance with an Annual/100 hour inspection and has been determined to be in an airworthy condition as of this date.

Installed new plug and gasket behind prop spinner backing plate.

Installed new exhaust gaskets on cylinders 1, 2, 3, 4, & 6 IAW the Piper PA32R-301T AMM 20-00-00 and 91-10-00.

Removed baffle at cylinder #6 and fabricated new angle from 2024T3 .040" aluminum. Etched, alodined, epoxy primed and painted to match. Installed with existing hardware. IAW FAA AC 43.13-1B p4-5.

Installed new spark plugs IAW the Lycoming TIO-540 Series Overhaul Manual 60294-7 Section 4.

---

### Maintenance Release

The Aircraft, Airframe, Aircraft Engine or Propeller identified above was repaired and/or inspected with respect to the work performed on 4922K was done so in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repairs are on file at [REDACTED]

DATE: 28 November, 2018

SIGNED: [REDACTED]

Printed by EBis 3 (datcomedia.com)

PROP MODEL: HC-13YR1RF  
PROP S/N: HK311A  
REG NO: 4922K

DATE: 28 November, 2018  
A/C TSN: 2759.2  
PROP TT: 2759.2  
TSPOH: 946.2  
HOBBS: 2759.2

### Prop Entries

This propeller has been inspected in accordance with an Annual/100 Hr. inspection in accordance with CFR part 43 appendix D and was determined to be in airworthy condition as of this date.

Balanced propeller using Vibrex 2000 Digital Dynamic Balancer per the Vibrex 2000 User Guide. Final IPS reading of 0.2 was achieved.

---

#### Maintenance Release

The Aircraft, Airframe, Aircraft Engine or Propeller identified above was repaired and/or inspected with respect to the work performed on 4922K was done so in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at [REDACTED]

DATE: 28 November, 2018

SIGNED: [REDACTED]

Printed by EBis 3 (datcomedia.com)