

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

AIRFRAME
MAINTENANCE
RECORDS

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
9/22/13	Hobbs: 5025.0		Removed ADI Indicator P/N 066-3020-06 S/N 1791; sent for O/H by Georgetown Instrument Services Inc. CRS # GTR482X (work order # 102995. (SEE 8130-3). Reinstalled O/H unit P/N 066-3020-06 S/N 1791 operational checks satisfactory - I certify to aircraft is in airworthy condition and was approved returned to service - END

SUN AVIATION, INC. Vero Beach, FL (VRB)

Date: 12/12/13

Hobbs: 5060.5

AIRFRAME Log

Model: PA-31T

N42CV

Aircraft SN: 31T-892006

Removed left hand fuselage aft access panels and lower elevator struts. Removed elevator control rod and down spring attachment bolts. Checked elevator friction and travel. Elevator movement free and not binding. Found elevator down stop not making contact. Reset stop to proper travels and reinstalled elevator down spring hardware per Piper SM section V. Removed Pilot's and Co-Pilot's instrument panels. Removed elevator torque tube bellcrank and bob weight assembly. Removed and replaced torque tube bearing blocks, installed P/N 44272-004, 44272-000. Reassembled bellcrank and reassembled bob weight assembly with new bushing blocks installed P/N 49553-004, 49554-002, gear lock installed P/N 553-666 and pivot shaft installed P/N 49549-002 per Piper SM section V. Reinstalled Pilots and Co-Pilots instrument panels and glare shield per Piper SM section X. Reconnect elevator control cables and set to proper tensions and rechecked elevator travels per Piper SM section V. Reinstalled left hand forward floorboards and Pilots and Co-Pilots seats. Replaced elevator nut jam nut, installed P/N 506-619 and adjusted stop to Piper rigging spec 20.5 degrees per Piper SM section V. Checked rudder travel and cable tensions per Piper SM section V. Checked cable tensions and travels, reset ailerons to neutral and reset cable tensions and leveled control wheels. Reset aileron bellcrank stops per Piper SM section V.

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO# S001375

Signature: [REDACTED]

Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 [REDACTED]

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9/22/13	Hobbs: 5025.0		Removed ADI Indicator P/N 066-3020-06 S/N 1791, sent for Q/H by Georgetown Instrument Services Inc. CRS # 6TNR482X (work order # 102995. (SEE 8130-3). Reinstalled Q/H unit P/N 066-3020-06 S/N 1791 operations. Checks satisfactory. I certify to aircraft is in airworthy condition and was approved returned to service. END

SUN AVIATION, INC. Vero Beach, FL (VRB)
Date: 12/12/13 AIRFRAME Log
Hobbs: 5060.5 Model: PA-31T

N42CV
Aircraft SN: 31T-802006

Removed left hand fuselage aft access panels and lower elevator stings. Removed elevator control rod and down spring attachment bolts. Checked elevator friction and travel. Elevator movement free and not binding. Found elevator down stop not making contact. Reset stop to proper travels and reinstalled elevator down spring hardware per Piper SM section V. Removed Pilot's and Co-Pilot's instrument panels. Removed elevator torque tube bellcrank and bob weight assembly. Removed and replaced torque tube bearing blocks, installed P/N 44272-004. Reassembled bellcrank and reassembled bob weight assembly with new bushing blocks installed P/N 49553-004, 49554-002, gear lock installed P/N 553-666 and pivot shaft installed P/N 49549-002 per Piper SM section V. Reinstalled Pilots and Co-Pilots instrument panels and glare shield per Piper SM section X. Reconnect elevator control cables and set to proper tensions and rechecked elevator travels per Piper SM section V. Reinstalled left hand forward floorboards and Pilots and Co-Pilots seats. Replaced elevator nut jam nut, installed P/N 506-619 and adjusted stop to Piper rigging spec 20.5 degrees per Piper SM section V. Checked rudder travel and cable tensions per Piper SM section V. Checked cable tensions and travels, reset ailerons to neutral and reset cable tensions and leveled control wheels. Reset aileron bellcrank stops per Piper SM section V.

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Signature: [Redacted]
Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 [Redacted]

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Date: 2/6/14 N42CV S/N PA31T-8020067 TTSN 5093.2 HOBBS 5093.2
Removed and replaced RT torque indicator P/N 51198 S/N 8108104 with
overhauled unit P/N 51198 S/N 7709103. Operational checked good.

END

Jason Matthews

N42CV
Piper Cheyenne II
SN# 8020067

WO# T648

Date 08-12-2014

Performed Prism on LH and RH Side Windows and all Cabin Windows at
customer's request. Inspection performed in accordance with Manufacturer's
Maintenance Manual Chapter 56. No hidden damage found in windows. Pertinent
details are on file at this repair station under WO# T648 Dated 08-12-2014

Signature _____ FAA Certified Repair Station VW6R328Y

Aviation Window Services
7114 Rustic Trail Suite 100
Boulder, Colorado 80301
303.444.2171

**NOBLE FLIGHT**

Aircraft: N42CV Piper PA-31T
TT: 5152.2

Date: 7/8/14

Serial #31T-8020067
W.O. #5111

Removed ac compressor and sent to vendor for overhaul, see 8130. Reinstalled ac
compressor after overhaul. Installed new receiver dryer p/n 552-209. Installed new
ac compressor belts p/n 73965-013. Vacuumed system, serviced with freon, ops checked
satisfactory at this time. All work done IAW Piper PA-31T maintenance manual. Aircraft is
approved for return to service for work performed.

Mechanic: _____

Date: 7-8-14

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Noble Flight Aircraft Services LLC•205 Shepard Dr. Ste. 2
Lafayette, LA 70508•337.266.8991

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	PERFORMING WORK
		TOTAL	
Aircraft Log			
Date: 08/04/2014		Reg#: N42CV	
HOBBS: 5162.7		Aircraft S/N 31T-8020	
WO: A001299			
Work Accomplished: (1) Removed broken Nose Gear Safety switch p/n 1CH21-4. Installed customer issued Nose gear Safety switch p/n 1CH21-4 Unit checked normal with ground power. (2) Removed aft broken/cracked Bendix/king KA 53 transponder antenna p/n 071-1058-00 s/n 5397. Installed new alternate Bendix/king KA61 transponder antenna p/n 071-00221-00 s/n 16425. Removed fwd broken/cracked Bendix/king KA 53 transponder antenna (aft) p/n 071-1058-00 s/n 4223. Installed new alternate Bendix/king transponder antenna p/n 071-00221-00 s/n 16419. Systems checked normal with ground power. (3) ICA's have been reviewed and are current at this time.			
MAINTENANCE RELEASE: All work was performed in accordance with applicable aircraft, engine and/or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office.			
Signature: _____ Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961			

AERO TRIM LLC
AIRCRAFT INTERIORS

Piper Cheyenne S/N 31T-802067 N42CV August 26, 2014 HOBBS: *5162.7*
Aircraft Interior work performed by Aero Trim LLC. Inspect and remove seats, side panels and window panels. Replace foam on four seats and recovered with CC leather Color: BMW Hell Beige. Replace leather on side panels with CC leather Color: BMW Hell Beige. Replace curtains with Fabric, Color: Shantung, Alabaster. Replace sheep skin, color: Camel combined with CC Leather color: BMW Hell Beige. Removed and replaced insulation with soundex soundproofing. All material and work performed is suitable in accordance with Title 14 CFR Part 25 Burn Certification and FAR 25.853. (b) (7)(F) AC 43.13
Signature: _____
AERO TRIM, LLC, FT. PIERCE AIRPORT, FT. PIERCE, FL, 34966

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			SUN AVIATION, INC. Vero Beach, FL (VRB) Date: 09/05/14 AIRFRAME Log Hobbs: 5162.6 Model: PA-31T N42CV ACTT: 5162.6 Heater HOBBS: 175.2 Aircraft SN: 31T-802006 Accomplish an Event I & II airframe inspection IAW FAR 43, appendix "D", using the Piper PA31T Event I & II inspection report. C/W FAR 91.207 (D), functionally tested system, ELT, replaced ELT battery, installed P/N BS2166, battery, next 08/2016. Verified FAR 91.411 and 91.413 ALT/TRSP Static check due 09/2015. C/W fire extinguisher weight check. Replaced elevator trim screws and screw guides, installed P/N's 452-480, 51271 and replaced trim rod ends, installed P/N 54814-002 per PA31T service manual section VI 5-30 and lubricated system. Treated tail area with ACF-50. Replaced right engine deice motor and limit switch, installed P/N switch MS25253-1 motor-651-802. Removed 2 lbs of freon and serviced A/C with 2.5 lbs of freon 134. Replaced 5 defective cam lock fasteners and retainers, installed P/N 27S3-1 and 494-060. Reset aileron cables per Piper PA31T MM section V. Retensioned aileron trim cables and lubed system per Piper MM section V. Replaced landing gear lock rod cable, installed kit P/N 764-958. Replaced all three fuel cap lanyards, installed P/N 472-059. Replaced right brake discs and pads, installed P/N's 066-06800 and 164-03906 per Piper Cheyenne service manual 7-60. Adjusted both left and right MLG down limit switches per Piper Cheyenne service manual 7-41. Replaced nose tire and "O" ring, installed P/N 021-611-0 and 68-216 and static balanced per PA31T SM 7-53 and BF Goodrich instructions. Accomplished 100 hour emergency exit window inspection per section IV Piper MM. Accomplished 100 hour wing flap system inspection per section III Piper MM. Accomplished 100 hour cockpit aileron sprocket assemblies per the Piper PA31T MM section 3-12. Accomplished AD 2004-25-1681 inspection fuel regulator shut off valve per Kelly Aerospace SBA-107A. Accomplished AD 2009-13-06 Part II Piper SB1194A nose baggage door inspection and lubrication. Accomplished 250 main gear retraction arm inspection per Piper SL1092B. Accomplished 300 hour O2 system inspection. Accomplished 500 hour operational check of cabin heater fuel pump. Accomplished 500 hour heater fuel filter replacement, installed P/N AN6237-1. Accomplished 500 hour landing gear inspection of torque link assemblies, bolts, bushings and side brace link assemblies per Piper SB845A. Accomplished 1000 hour operational check of hydraulic pumps. Accomplished 1000 hour operational check of tachometer generators. Accomplished 1000 hour inspection of aileron hinges, aileron bolts and flap bolt. Accomplished 1000 hour replacement of inboard aileron hinge per Piper SB967. Accomplished 1000 hour operational check of fuel pump per Piper MM section IX. Accomplished 1000 hour landing gear inspection of upper bearing block retaining pins per Piper SB779B (AD 85-08-05). Accomplished 100 hour/1 year acrylic window inspection per Piper MM chapter 6 window inspection/repair standard practices by Outside service performed prism inspection of cabin windows, reference Aviation Window Services WO # T648 FAA certified repair station #VW6R728Y. Their inspection found 4 defective cabin windows. Removed and replaced all three left cabin windows and far aft right hand window as per PA31T MM 1F22. Accomplished 2000 hour/2 year fuel cell inspection per Piper MM Section IX. Accomplished AD 2003-24-07 rudder torque tube inspection. Accomplished 1 year main battery cap test. Accomplished Piper SL1135 control cable/pulley inspection. Accomplished Piper SL755C landing gear lock actuator rod and rod end bearings inspection and lubrication Don't on page 2
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Repaired wire shroud on cabin door with black RTV. Replaced right main tire tube, installed P/N 092-344-0 per Cheyenne service manual 7-60. Repaired skin crack left MLG wheel well. Fabricated angle repair from 2024 +3.050 stretch formed to fit compound curved contour. Located and drilled existing holes located and layed out added hole pattern. Stop drilled crack. Routed out cracked section of frame. Cleaned, treated and primed with zinc phosphate primer. Installed wet with hy-sol 9309.3 cold bond structural adhesive. Installed MS20470 AD-4-5 solid rivet fasteners and painted to match the gloss white enamel. Removed existing rivets in area of second crack. Fabricated angle repair from 2024 +3.050 stretch formed to fit compound curved contour. Located and drilled existing holes. Located and drilled added fastener holes. Removed angle repair, stop drilled both ends of crack. Routed out cracked section of frame. Cleaned, treated and primed with two coats zinc phosphate primer. Installed wet using Hy-sol 9309.3 cold bond structural adhesive. Installed MS20970 AD-4-5. Solid rivet fasteners. Painted to match with gloss white enamel. All work on both repairs as per AC4313-1B page 430 figure 4-14. Replaced right hand forward brake shim per Piper SM section 7 para 77. Replaced nose landing gear metering tube seal ring, installed P/N 484-990 per Piper PA31T SM section 7 para 25. Replaced right hand position light bulb, installed P/N 34-0428070-64. Replaced tail position light bulb, installed P/N 1524. Cleaned ground connection on the combustion heater fan. Repositioned cabin door pin and rod to correct position and tightened jam nuts and lubed pins. Replaced right hand torque indicator, installed overhauled unit P/N 3571214-6004 S/N 7512142.

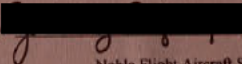
MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO# S001714. A.D.'s researched through Rev. 2014-16

Signature: [REDACTED]
Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 [REDACTED]

10/6/14	H6882-5172-0	REMOVED TORQUE INDICATOR P/N 3571214-6004 (51198 S/N 550444, REINSTALLED LEFT TORQUE INDICATOR P/N 3571214-6004 51198 S/N 7709103 o/h unit by Precision Aviation Group Inc. Calibrate Torque to Gauge. All work Done IAW Piper PA-31T maintenance manual. Aircraft is approved for return to service for work performed.
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3/16/14 12/16/14	5181.9 5181.9		Removed Annunciator Controller P/N 5000042-002; Reinstalled with serviceable unit P/N 5000042-002 S/N 395 By Muncie Aviation Company (See 8130-3) work order A092673, All work done IAW Piper PA-31T maintenance manual. Aircraft is approved for return to service for work performed.
 NOBLE FLIGHT Aircraft: N42CV Piper PA-31T Serial #31T-8020067 Hobbs: 5191.3 Date: 01/19/15 W.O. #5365 Removed and replaced R/H ice vane door transmission coupling P/N 757-833. Ops check good. All work done IAW Piper PA-31T maintenance manual. Aircraft is approved for return to service for work performed. Mechanic:  Date: 1/19/15 Noble Flight Aircraft Services LLC • 205 Shepard Dr. Ste. 2 Lafayette, LA 70508 • 337.266.8991			
3/11/15	Hobbs 5209.6		REMOVED AND REPLACED LEFT outbd. Fuel sending unit with O/H unit P/N PBA1020-2 S/N 0408 By Tech-Aire Instruments (002R066L) work order # 91677. (See 8130-3 Tng). All work done IAW Piper PA-31T maintenance manual. Aircraft is approved for return to service.

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DATE: 8/9/2015 N42CV MAKE: PIPER MODEL: PA 31T S/N: 31-8020067 HOBBS: 5290.9; ACTT: 5290.9
 PREFORM AIRFRAME EVENT 1 IN ACCORDANCE WITH PN761-644 CHEYENNE PIPER
 PROGRESSIVE 100 HOUR INSPECTION CHECKLIST.

- Comply with AD 2009-13-06 R1 dated November 3, 2011 per paragraph (f) (2) (i) lubricated and inspected all nose baggage door latching and locking components for damaged, worn, corroded, or non-conforming components; and (ii) verified the key can only be removed from the lock assembly in the locked position in accordance with INSTRUCTIONS: PART II of Piper Aircraft, Inc SB No. 1194B, dated April 12, 2012. Due each 100 hours.
- ELT battery due date August/2016.
- Comply with FAR 91.207 (D), functionally tested system, ELT
- Verified FAR 91.411 and 91.413 ALT/TRSP static check due Sep/2015.
- Comply with fire extinguisher weight check
- Comply with AD 2004-21-05 effective date 11/19/2004 per paragraph (e) (1) (i) Janitrol heater pressure decay test and 100hr inspection per Janitrol MM 24E250-1.
- Comply with AD 2004-25-16 R1 dated 06/20/2005 inspected fuel regulator shut off valve per Kelly aerospace SB A-107A dated 09/06/2002 found to be serviceable at this time
- Comply with 100hr special inspection item: flap transmission wear check and cockpit sprocket inspection and emergency exit window inspection

I CERTIFY THAT THIS ~~PROPELLER~~ ^{AIRFRAME} HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 1 100hrs INSPECTION FOLLOWING THE INSPECTIONS AND PROCEDURES OF THE APPROVED INSPECTION PROGRAM OF THIS AIRCRAFT UNDER CFR PART 91.409(F) OPTION 3 AND DETERMINED TO BE IN AIRWORTHY CONDITION.

End

Jason Matthews

Date: 10/1/2015 N42CV Make: Piper Model: PA-31T S/N: 31-8020067 Hobbs: 5306.1 ACTT: 5306.1
 Accomplish an Event II airframe inspection IAW FAR 43, Appendix "D", using the Piper PA312T Event II inspection checklist. C/W with FAR 91.207(D), functionally tested system, ELT, Battery next due 08/2016. Verified FAR 91.411 and 91.413 ATL/TRSP Static check. Due 09/30/2017. C/W fire extinguisher weight check. Replaced right elevator outboard anti-static wick with new P/N 16630-2R. Removed #1 Directional Gyro KSG 105 P/N 060-0013-01 S/N 2576 & Replace it with KSG 105 P/N 060-0013-01 S/N 9099 O/H Unit by Precision Aviation Group, INC. Work order #3039559 (see 8130-3). Replaced Right nose gear landing light with new. Resealed nose strut with P/N 764-419 seal kit, serviced nose strut with 5606 and nitrogen as required. Replaced left & right nose wheel bearings and races P/N LM29710-20629 & P/N LM29749-20629. Replaced nose wheel axle spacers with new P/N 51052-000 2ea.. Accomplished 100 hour emergency exit window inspection per section iv Piper MM. Accomplished 300 hour o2 system inspection. Accomplished 100 hour/ 1 year acrylic window inspection per Piper MM chapter 6 window inspection /repair standard practices by outside service performed prism inspection of cabin windows. Accomplished AD 2003-24-07 rudder torque tubes inspection. Accomplished 1 year battery cap test. Accomplished Piper 5L755c landing gear lock actuator rod and rod end bearings inspection and lubrication. I certified that this Airframe has been inspected in accordance with an Event II 100 hour inspection following the inspections and procedures of the Approved inspection program of this aircraft under CFR Part 91.409 (f) option 3 and was determined to be in an Airworthy condition.

END

Jason Matthews

Date: 12/10/

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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 NOBLE FLIGHT			
Aircraft: N42CV Hobbs: 5306.1		Piper PA-31T Date: 09/25/15	Serial #31T-8020067 W.O. # 5671
Removed and replaced main wheel tires P/N 650-10-10TFC3 and tubes P/N M650-10 on wheel assemblies. Replaced 18 each main wheel thru bolt nuts P/N MS21045-5. Removed and replaced nose wheel tire P/N M18x44-6TL-160 on wheel assembly. Serviced all tires with nitrogen and balanced. All work done IAW Piper PA-31T maintenance manual.			
Mechanic: [Redacted]		Date: 9-25-15	
Noble Flight Aircraft Services LLC • 205 Shepard Dr. Ste. 2 Lafayette, LA 70508 • 337.266.8991			

Date: 12/10/2015 N42C Make: Piper Model: PA-31T S/N: 31-8020067 Hobbs: 5328.9 Tach: 5328.9

Removed right inboard fuel sending unit p/n PBA1020-1 s/n 2931, replaced with p/n PBA1020-1 s/n 2204 (repaired unit by Tech-Aire Instruments, Inc. SEE 8130-3 w/o 92595.) All work done I/A/W Piper PA-31T maintenance manual.

[Redacted Signature]
Jason Matthews
[Redacted]

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Date: 7/16/2016 N42CV Make: PA-31T S/N: 8020067 Hobbs: 5407.8 ACTT: 5407.8
Accomplished an Event 1 & 2 inspection on AIRFRAME accordance with PN 761-644 Cheyenne Piper Progressive Inspection 100 hour inspection checklist.

- C/W FAR 91.207(D), functionally tested system, ELT, replaced ELT battery, installed P/N BS2166, battery due next July/2018. Verified FAR 91.411 and 91.413 ALT/TRSP Static check due 7/2018.
- /W fire extinguisher weight check. C
- Replaced right elevator outboard static wick P/N 16630.
- Replaced main gear door rodends P/N m44-14.
- Replaced elevator push/pull rodend P/N 453-334.
- Replaced 2ea. Elevator pulleys underneath pilot's floor P/N 481-607 & checked cable retensioned cables as required.
- Replaced nose squat switch P/N
- C/W 100 hr. Emergency exit inspection per section IV Piper MM.
- C/W 100 hr. wing flap system inspection per section III Piper MM
- C/W 100 hr. Heater Inspection AD 2004-21-05 Kelly Aerospace Heaters (e) (1) (a) Performed pressure decay test per Janitor Maintenance Manual 24E25-1.
- C/W 100 hr. cockpit aileron sprocket inspection per section III Piper MM.
- C/W 100 hr. Heater fuel regulator shutoff valve inspection AD 2004-25-16 R1 dated 06/20/2005. Inspect fuel regulator shut off valve per Kelly Aerospace C Dated 09/06/2002 or later revision
- C/W 100 hr. Nose baggage door Inspection and lubrication AD 2009-13-06-15944 dated 07/24/2009 Following instructions: Part II of Piper Aircraft, INC. SB No. 1194A, dated 11/10/2008
- C/W AD 2009-13-06 R1 dated 11/3/2011 per paragraph (f)(2)(i) lubricated and inspected all nose baggage door latching & locking components for damage, worn, or non-conforming components; (ii) verified the key can only be removed from lock assembly in the lock position in accordance with instruction: PART II of Piper Aircraft, INC. SB No. 1194B dated 4/12/2012
- C/W Battery cap check
- C/W AD 2003-24-07 amendment 39-13376 effective date 02/09/2004. Visual inspection of rudder torque tube per paragraph (e)(2) and Piper SB1105A dated 09/22/2003, No corrosion detected at this time.
- C/W Piper SL 1069 dated 03/31/2003 Flight controls terminal inspection, (no defects noted at this time).
- C/W Piper SL 1092B dated 09/01/2011, inspection of 42042-00, 42042-002 Main gear retraction arms. (no defects noted at this time)
- Replaced both Left & Right pneumatic filters P/N AA1J4-6

I certify that this Aircraft has been inspected in accordance with an Event 1 & 2 inspection following the inspection and procedures of the approved inspection program of this aircraft under CFR PART 91.409(f) Option 3 and was determined to be in an airworthy condition and approved for return to service.

END

Jason Matthews



AOG Maintenance Partners

Aircraft: N42CV
Hobbs: 5440.0

Piper PA-31T
Date: 08/22/2016

Serial #31T-8020067
W.O. # 0165

Removed and replaced main wheel tires P/N 650-10-10TTEC3 and tubes P/N M650-10. Removed and replaced nose wheel tire P/N M18x44-6TL-160 and o-ring P/N 68-216. Serviced all tires with nitrogen and balanced. All work done IAW Piper PA-31T maintenance manual.

Mechanic:

Date

08/22/16

AOG Maintenance Services • 205 Shepard Dr. Ste. 2
Lafayette, LA 70508 • 337.266.8991

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DATE: 1/25/2017 N42CV MAKE: PIPER CHEYENNE MODEL: PA-31T S/N: 8020067 HOBBS: 5510.7

DATA Complied with Special Airworthiness Information Bulletin CE-17-05 (unsafe wiring conditions in the floor mounted circuit breaker panel on Piper Model PA-31T Reg. no. N42CV).
Removed lower circuit breaker inspection panel between pilot & co-pilot area. Inspected wiring conditions that could lead to chafing, thermal stress, or arcing in area directly below the floor circuit breaker panel & found no defects at this time. Secured the circuit breaker lines wires & hydraulic lines with spiral wraps as required & separation between circuit breaker wirings & hydraulic lines in accordance with AC 43.13B & AC 43.13-1B.
I certify this Aircraft was inspected in accordance with SAIB : CE-17-05 & no defects noted at this time . All work was accomplished in accordance with AC 43.13B & AC 43.13-1B & was found to be in an airworthy condition and approved for returned to service for worked performed.

END

Jason Matthews

Date: 1/30/2017 N42CV Make: Piper Cheyenne Model: PA-31T S/N: 8020067 Hobbs: 5508.7

Performed an AIRFRAME EVENT 1 in accordance with PN 761-644 Piper Cheyenne Progressive /100 hour inspection checklist.

- Complied with AD 2009-13-06 R1 dated November 3 2011 per paragraph (f) (2) (i) lubricated & inspected all nose baggage door latching & locking components for damage, worn, corroded, or non-conforming components; and (ii) verified the key can only be removed from the lock assembly in the locked position in accordance with instructions: PART II of Piper Aircraft, INC. SB No.1194B, dated April 12, 2012. Due each 100 hours. (No defects noted at this time).
- Complied with ELT battery function test in accordance with FAR 91.207(d), operational checks good. Battery due date July 2018.
- Verified Far 91.411 & 91.413 ALT/TRSP. Static check due 7/2018
- Complied with fire extinguisher weight check.
- Complied with 100 hour Emergency exit inspection per section IV Piper MM (No defects noted)
- Complied with 100 hour Wing flap system inspection per section III Piper MM.
- Complied with 100 hour inspection AD 2004 - 21- 05 Kelly Aerospace Heaters (e) (1) (a) performed pressure decay test per Janitor Maintenance Manual 24E25-1. (No defects noted).
- Complied with 100 hour Aileron sprocket inspection per section III Piper MM. (No defects noted).
- Complied with 100 hour Heater fuel regulator shutoff valve inspection AD 2004-25-16 R1 dated 06/20/2005. Inspected fuel regulator shut off valve per Kelly Aerospace Dated 09/06/2002 or later revision. (No defects noted).
- Removed outflow valve controller P/N: 130374-14 S/N: 58-105; Reinstalled a Repaired Unit P/N: 130374-14 S/N: 100-479 Repaired by Pacific Aerospace LLC 1295 Spice Island Drive, Sparks, NV 89431 Cert. # K8UR309Y: Work order #36043 (see 8130 form).
- Removed & replace vacuum relief valve P/N: 492-153
- Bleed both left & right brakes as required.

I certify that this Airframe has been inspected in accordance with an EVENT 1 Progressive/ 100 hour inspection following the inspection checklist & procedures of the approved inspection program of this aircraft under CFR PART 91.409(f) option 3 and was determined to be in an AIRWORTHY condition and approved for return to service.

END

Jason Matthews

Date: 5/16/2017 N42CV Make: Piper PA-31T S/N: 8020067 Hobbs: 5573.1 ACTT: 5573.7

1. Removed left #1 & #2 boost pumps on left tank OLD (p/n: RG52400D s/n: D-4035) & (p/n: RG52400D s/n: D-4121).
2. Reinstalled left #1 boost pump on left tank (p/n: RG52400B s/n: B-352) (overhauled unit by AMETEK B&S Aircraft Parts & Accessories cert.# NE2R028L work order # BHY100371).
3. Reinstalled left #2 boost pump on left tank (p/n: RG52400D s/n: B-2957) (overhaul unit by AMETEK B&S Aircraft Parts & Accessories cert.# NE2R028L work order # BHY100382)
4. Removed Right fuel flow indicator p/n:3265013-0601 s/n: 0132
5. Reinstalled Right fuel flow indicator p/n:3265013-0601 s/n: 110107-8 (repaired by Precision Aviation Group INC. FAA cert. # ZV4R714M work order #051760055).
6. Removed Right engine fuel flow transmitter p/n:3268011-0101 s/n: 902365.
7. Reinstalled Right engine fuel flow transmitter p/n: 3268011-0101 s/n: 0492 (Repaired unit by Aero - Mach Labs, Inc. cert.# NU2R044L work order # 0412297).

All work done in Accordance with Piper PA-31T Maintenance Manual and operational & leak checks Satisfactory & was found to be in an airworthy condition and approved for return to service.

Jason Matthews



Date: 05/23/17	Page: 1 of 1	Work order# 0480	Reg #: N42CV
Aircraft: Piper Cheyenne II	Serial: PA31T-8020067		Hobbs: 5,582.5

Airframe

- Removed and replaced main wheel tires P/N 650-10-10TTC3 and tubes P/N M650-10.
- Removed and replaced nose wheel tire P/N M18x44-6TL-160 and o-ring P/N 68-216.
- Removed and replaced 1 R/H main wheel bearing P/N LM501349-20629
- Serviced all tires with nitrogen and balanced.
- All work done IAW Piper PA-31T maintenance manual.

All work performed IAW Piper Cheyenne II Maintenance Manual. Aircraft is approved for return to service.

Mechanic:

Sub Manager

Date:

05/23/17

AOG Maintenance Partners 205 Shepard Dr. Ste. 2
Lafayette, LA 70508 (504) 766-8991

Date: 8/15/2017 N42CV Make: PA-31T S/N: 8020067 ACTT: 5610.9 Hobbs: 5610.9

- Accomplished an event 1 & 2 inspection on Airframe in accordance with PN 761-644 Cheyenne Piper Progressive Inspection 100 hour checklist.
- Replaced both pneumatic filters P/N: RA2J4-6
- Replaced all 4 fuel cap o-rings P/N: CA457-98
- C/W ELT FAR 91.207(d), functionally tested system, ELT, battery due date July/2018. Verified FAR 91.411 & 91.413 ALT/TRSP static check due 7/2018.
- Accomplished 100 hr. / 1 year acrylic window inspection in accordance with Piper MM chapter 6 appendix; window inspection performed prism inspection (no defects noted at this time).
- C/W 100hr. Emergency Exit inspection per section IV Piper MM.
- C/W 100 hr. wing flap system inspection per section III Piper MM.
- C/W 100 hr. heater inspection AD 2004-21-05 Kelly Aerospace Heater (e) (1) (a) Performed pressure decay test per Janitor Maintenance Manual 24E25-1.
- C/W 100 hr. cockpit aileron sprocket inspection per section III Piper MM, (no defects)
- C/W 100 hr. Heater fuel regulator shutoff valve inspection AD 2004-25-16 R1 dated 06/20/2005. Inspect fuel regulator shut off valve per Kelly aerospace c dated 09/06/2002 or later revision.
- C/W 100 hr. Nose baggage door inspection & lubricated AD 2009-13-06-15944 dated 07/24/2009 following instructions: Part II of Piper INC. SB No. 1194A, dated 11/10/2008.
- C/W AD 2009-13-06-R1 dated 11/3/2011 per paragraph (f) (2) (i) lubricated & inspected all nose baggage door latching & locking components for damage, worn, or non-conforming components; (ii) verified the key can only be removed from lock assembly in the lock position in accordance with instruction: part II of piper aircraft, Inc. SB No. 1194B dated 4/12/2012.
- C/W 1 year Battery cap check (passed good by falcon crest).
- C/W AD 2003-24-07 amendment 39-13376 effective date 02/09/2004. Visual inspection of rudder torque tube per paragraph (e) (2) & piper SB1105A dated 09/22/2003, (No corrosion detected at time).
- C/W piper SL1069 dated 03/31/2003 flight controls terminal corrosion inspection, (No defects noted at this time).
- C/W 250 hr. SL1092B dated 09/01/2011, inspection of 42042-00, 42042-002 main gear retraction arms. (No defects noted at this time).
- Accomplished 300 hr. O2 system inspection
- Accomplished Piper SL1135 control cable /pulley inspection. (No defects noted at this time).
- Accomplished 300 hr. special inspection: left starter generator p/n: 23048-006 s/n: 10149 inspected & repaired by Precision aviation Group INC. Cert. # PY8R545X (see 8130-3 work order # 97200965) & Right starter generator p/n: 23048-006 s/n: 9885 inspected repaired by Precision Aviation Group INC. Cert. # PY8R545X (see 8130-3 Work order # 97200964).
- Removed fuel quantity indicator p/n: DSF980-1 s/n: 0057 & Installed overhauled unit p/n: DSF980 s/n: 0165 by Pacific Southwest Instruments Cert. # KD3R627L (8130-3 work order # 303346).
- Remove & replaced both left & right hydraulic filters p/n: 57274.
- Replaced left inboard lanyard p/n: 472-059.
- Removed fuel flow transmitter p/n: 3268011-0101 s/n: 0492, installed repaired unit by Aero-Mach Labs cert. # NU2R044L (see 8130-3 work order # 0464296).
- AD's research thru Rev. 2016-2017.

I certify that this Aircraft has been inspected in accordance with Event 1 & 2 inspection following the Piper Cheyenne inspection checklist & MM & was determined to be in an airworthy condition
end

JOHN MATH...

Date: 8/25/2017 N42CV Make: PA-31T S/N: 8020067 ACTT: 5612.02 Hobbs: 5612.02

DATE

- Removed & replaced tail beacon bulb with new
 - Removed Left engine tach generator P/N: 22A703 S/N: 698 ; Installed P/N: 22A703 S/N: 46197 Overhauled by Accessories, Inc. 4123 May St. FAA # TM2R192L Wichita, KS. 67209 work order # 71817R.
- All work done in accordance with piper Cheyenne MM and was found to be satisfactory for worked performed & approved for returned to serviced.

Jason Matthews

DATE: 4/10/2018 N42CV MAKE: PIPER MODEL PA-31T S/N: 8020067 ACTT: 5713.6 HOBBS: 5713.6
AIRFRAME

- Accomplished an Event 1 / 100 hour inspection on AIRFRAME in accordance with PN 761-644 Piper Cheyenne Progressive inspection checklist & Piper MM & Pratt Whitney MM.
- Visual inspection of AIRFRAME group
- Lubed all controls & rod-ends & linkages.
- Complied with AD 2009-13-06 R1 dated November 3 2011 per paragraph (f) (2) (i) lubricated & inspected all nose baggage door latching & locking components for damage, worn, corroded, or non-conforming components; and (ii) verified the key can only be removed from the lock assembly in the lock position in accordance with instructions: PART II of Piper Aircraft, INC. SB No. 1194B, dated April 12, 2012. Due each 100 hours. (No defects noted at this time).
- Complied with ELT battery function test in accordance with FAR 91.207(d), operational checks good. Battery due date JULY 2018.
- Verified FAR 91.411 & 91.413 ALT/TRSP. Static check due date JULY 2018.
- Complied with fire extinguisher weight check.
- Complied with 100 hour Emergency Exit window inspection per section IV Piper MM (No defects noted).
- Complied with 100 hour Wing flap actuator inspection system per section III Piper MM. (No defects note).
- Complied with 100 hour inspection AD 2004-21-05 Kelly Aerospace Heaters (e) (1) (a) performed pressure decay test per Janitor MM 24E25-1. (No defects note).
- Complied with 100 hour Aileron sprocket inspection per section III Piper MM. (No defects noted).
- Complied with 100 hour Heater fuel regulator shutoff valve inspection AD 2004-25-16 R1 dated 06/20/2005. Inspected fuel regulator shutoff valve per Kelly Aerospace dated 09/06/2002 or later revision. (No defects noted).
- Removed & replaced Hobbs meter with new P/N: 550-580 (5708.9 old).
- Removed & replace Left beta P/N: 487-925 switch & P/N: 451-841 actuator with new.
- Removed Radar Altimeter P/N: 066-1048-00 KRA -405 S/N: 2248 & reinstalled with exchanged unit P/N: 066-1048-00 S/N: P1014 overhauled by FIELDTECH AVIONICS AND INSTRUMENTS, INC. CRS# WR1R594K WORK ORDER# 183132 (SEE 8130-3).
- Removed Radar Altimeter Indicator KNI 415 P/N: 066-3031-01 S/N: 1799 & reinstalled overhauled unit P/N: 066-3031-01 S/N: 5913 by PRECISION AVIATION GROUP INC. CERT. # ZV4R714M WORK ORDER # 3212982 (SEE 8130-3).
- Remove & replaced cabin entry door hinge pin P/N: 8176-070 with new.
- Removed hydraulic pump P/N: 26802-8 model: 1213HBG-310A S/N: 0L9-0864 & reinstalled with new P/N: 1213HBG-310ACJ S/N: 1715 by (C) J AVIATION, 12215 S. W., 131 AVE. MIAMI, FL.33186 WORK ORDER # 300724.(SEE 8130-3)
- Wash & ground ran engine operational & leak checks satisfactory.
- AD's research thru 2017-2018.

I certify that this AIRFRAME has been inspected in accordance with an Event 1 / 100 hour inspection following the Piper Cheyenne Progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN761-644 and was found to be in an AIRWORTHY condition and approved for returned to service.

Jason Matthews

Date: 5/1/2018 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACTT: 5720.0 HOBBS: 5720.0

- Removed outflow valve controller p/n: 130374-14 s/n: 100-479; Installed p/n: 130374-14 s/n: 122-769 repaired by Pacific Aerospace LLC 1295 Spice Island Drive, Sparks, NV 89431 Cert# K8UR309Y Work Order# 37800. (See 8130-3 Form).
- All work performed I/A/W Piper PA-31T maintenance manual.

All work performed I/A/W Piper Cheyenne II Maintenance Manual, Aircraft was approved for returned to service.

Jason Matthews

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Pana No



Corporate Aircraft Maintenance

AIRFRAME LOG
W/O #9708

N42CV

S/N 31T-8020067
04/05/18

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

G WORK

Repaired **Left and Right** Duct assemblies I/A/W Piper manual p/n 753-8/26 and AC 43.13-1B (CHG 1) Chap 4, Sections 4/5. Replaced screens and installed doublers as required.

PAGE ONE OF ONE

FRIEND AIRCARE
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#9708 DATE 04/05/18.

SIGNED

FOR APPROVED REPAIR, STATION GW1R181K

MAKE: PIPER
MODEL: PA-31T
S/N: 31T-8020067
REG NO: N42CV
WORK ORDER: 3120-05-2018



Western Airways, Inc.

200 Jim Davidson Dr.
Sugar Land, TX 77498
Phone: 281-565-9700

DATE: 10 May, 2018
A/C TSN:
Landings:
HOBBS: 32.5

Airframe Entries

Nose tire worn to limits... Jacked aircraft I/A/W Piper PA-31T M.M. section 2 para. 2-11. Removed NLG wheel assembly. Disassembled wheel halves. Removed, cleaned, inspected, repacked and reinstalled wheel bearings. Replaced wheel half o-ring, and tire Michelin Aviator P/N 021-611-0 S/N 5359S00115. Reassembled wheel halves and inflated to 90psi. Balanced wheel assembly. Installed wheel assembly on NLG fork and torqued. All done I/A/W Piper PA-31T M.M. Section 7.

RH main tire and brake disc worn to limits... Removed right main landing gear wheel assembly. Removed, cleaned, inspected, repacked and reinstalled wheel bearings. Replaced tire Goodyear Flight Custom III P/N 650C06-3 S/N 53032403 and tube Michelin P/N 092-344-0. Replaced brake disc Rapco P/N RA164-03906. Reassembled wheel assembly, inflated, and balanced. Installed wheel assembly with two Rapco shims per brake cylinder P/N RA068-03100. All work I/A/W Piper PA-31T M.M. Section 7.

LH main tire and brake disc worn to limits... Removed Left Main Landing Gear wheel assembly. Removed, cleaned, inspected, repacked, and reinstalled wheel bearings. Replaced tire Goodyear Flight Custom III P/N 650C06-3 S/N 53042067 and tube Michelin P/N 092-344-0. Replaced braked disc Rapco P/N RA164-03906. Reassembled wheel and balanced. Installed wheel and brake assembly with two Rapco shims P/N RA068-03100 per brake assembly. All done I/A/W Piper PA-31T M.M. Section 7. Lowered aircraft from jacks I/A/W Piper PA-31T M.M. Section 2 para. 2-11.

All maintenance performed on this aircraft was performed in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed above.

DATE: 10 May, 2018

SIGNED

Logan Romero

Work Order: 3120-05-2018

Printed by EBis 3 (datcomedia.com)

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AIRFRAME

DATE: 9/28/2018 **N42CV** MAKE: PIPER MODEL: PA-31T S/N: 8020067 ACTT: 5784.1 HOBBS: 97.7

- ACCOMPLISHED AN **EVENT 2 / 100 HOUR INSPECTION** ON THIS AIRFRAME IN ACCORDANCE WITH PN 761-644 PIPER CHEYENNE PROGRESSIVE INSPECTION CHECKLIST & PIPER CHEYENNE & PRATT WHITNEY MM.
- VISUAL INSPECTION OF AIRFRAME GROUP.
- LUBED ALL CONTROL & RODENDS & BELLCRANKS & LINKAGES & CONTROLS SURFACES
- COMPLIED WITH **AD 2009-13-06 R1** DATED NOVEMBER 3 2011 PER PARAGRAPH (f) (2) (i) LUBRICATED & INSPECTED ALL NOSE BAGGAGE DOOR LATCHING & LOCKING COMPONENTS FOR DAMAGE, WORN, CORRODED, OR NON-CONFORMING COMPONENTS; AND (ii) VERIFIED THE KEY CAN ONLY BE REMOVED FROM THE LOCK ASSEMBLY IN THE LOCK POSITION IN ACCORDANCE INSTRUCTIONS: PART II OF PIPER AIRCRAFT, INC. SB NO. 1194B, DATED APRIL 12, 2012. DUE EACH 100 HOURS. (NO DEFECTS NOTED AT THIS TIME).
- REMOVED & REPLACED **ELT BATTERY** WITH NEW. NEXT DUE **OCT 2020**.
- COMPLIED WITH **ELT BATTERY** FUNCTION TEST IN ACCORDANCE WITH FAR 91.207(d), OPERATIONAL CHECKS GOOD.
- VERIFIED FAR 91.411 & 91.413 **ALT/TRSP**, STATIC CHECK DUE DATE **7/27/2020**.
- COMPLIED WITH FIRE EXTINGUISHER WEIGHT CHECK.
- COMPLIED WITH 100 HOUR **EMERGENCY EXIT WINDOW** INSPECTION PER SECTION
- COMPLIED WITH 100 HOUR **WING FLAP ACTUATOR** INSPECTION SYSTEM PER III PIPER MM (NO DEFECTS NOTED).
- COMPLIED WITH 100 HOUR **HEATER FUEL REGULATOR -SHUTOFF VALVE** INSPECTION AD 2004-25-16 R1 DATED 06/20/2005. INSPECTED FUEL REGULATOR SHUTOFF VALVE PER KELLY AEROSPACE DATED 09/06/2002 OR LATER REVISION. (NO DEFECTS NOTED).
- COMPLIED WITH 100 HOUR INSPECTION **AD 2004-21-05** KELLY AEROSPACE HEATERS (e) (1) (a) PERFORMED PRESSURE DECAY TEST PER JANITOR MM 24E25-1. (NO DEFECTS NOTED).
- COMPLIED WITH 100 HOUR **SPROCKET INSPECTION** PER SECTION III PIPER MM. (NO DEFECTS NOTED).
- REMOVED & REPLACED RIGHT ENGINE AC SHAFT ASSY COMPRESSOR DRIVE QUILL WITH NEW P/N: 486-647 & NEW PULLEY P/N: 49201-002 & GASKET P/N: 50068-00 & WOODRUFF KEY P/N: 424-910.
- COMPLIED WITH **300 HR INSPECTION** ON **STARTER GENERATOR** BY PRECISION AVIATION GROUP.
- REMOVED & REPLACED RECEIVER DEHYDRATOR WITH NEW P/N: 552-214.
- COMPLETED **5 YEARS HYDRO STATIC TEST ON OXYGEN BOTTLE** BY SHORELINE MARINE, INC. DBA SAFETECH WV1R599K 1230 WILSON COURT HUMBLE, TX. 77396 WORK ORDER # N42CV & WORK ORDER # AH100102 & AH100234. NEXT DUE **9/2023**
- REMOVED & REPLACED TAIL RECOGNITION LIGHT WITH NEW WHELEN P/N: 01-077024-03.
- WASHED & GROUND RAN OPERATIONAL & LEAK CHECKS ALL SYSTEM CHECKS SATISFACTORY.
- AD'S RESEARCH THRU 2017-2018.

I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN **EVENT 2 / 100 HOUR INSPECTION** FOLLOWING THE PIPER CHEYENNE PROGRESSIVE 100 HOUR CHECKLIST IN ACCORDANCE WITH FAR 43, APPENDIX (d), PN 761-644 AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION AND APPROVED FOR RETURNED TO SERVICE.

—END—

JASON MATTHEWS

DATE: 12/19/2018 **N42CV** MAKE: PIPER MODEL: PA31-T S/N: 8020067 ACTT: 5818.6 HOBBS: 129.2

- REMOVED INTERIOR & FLOOR PANELS.
 - REMOVED BOTH LEFT & RIGHT ENGINE COWLINGS.
 - REMOVED ALL EXTERIOR PANELS FOR ACCESS TO BLEED AIR DUCTS & LINES.
 - INSPECTED ALL BLEED AIR DUCTS & PNEUMATIC HOSES.
 - ACCOMPLISHED PRESSURIZATION TEST WITH GROUND PRESSURIZATION UNIT ON FUSLAGE & EXTERIOR DUCTS & LINES & EVAPOATOR BOX & HEATER FOR LEAKS.
 - REMOVED & REPLACED DEFECTIVE EVAPORATOR BOX P/N: 46254-00 WITH SERVICEABLE UNIT P/N: 46254-00 (INSPECTED CLEANED & FLUSHED OUT).
 - INSTALLED NEW DUCT P/N: 49990-005 ON LOWER EVAPORATOR BOX.
 - REINSTALLED ALL REMOVED ITEMS NOSE COMPARTMENT.
 - REPRESSURIZED FUSELAGE & OPERATION & LEAK CHECK SATISFACTORY.
 - TROUBLESHOOT INOP. HEATER (FOUND TWO BROKEN BREAKER TERMINAL CONNECTIONS. REPAIRED AS REQUIRED BEHIND BREAKER PANEL)
 - HEATER OPERATION CHECK SATISFACTORY.
 - REINSTALLED INTERIOR & EXTERIOR PANELS.
 - RECOVERED BOTH ENGINE.
 - VACUUM AC SYSTEM & SERVICED WITH R134 & OIL CHARGED.
 - REMOVED & REPLACED BROKEN INBOARD GEAR DOOR ACTUATOR BRACKET WITH NEW P/N: 46357-01.
- ALL MAINTENANCE PERFORMED ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH PIPER MM & CURRENT REGULATION OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED ABOVE.

—END—

JASON MATTHEWS

AIRFRAME LOG

Date: 10/16/2019 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACCT: 5954.6 Hobbs: 268.0

Page

- Accomplished an Event 2 / 100 hour & Annual inspection on this Airframe in accordance with FAR 43, Appendix (d), PN761-644 Piper Cheyenne Progressive checklist & Pratt Whitney MM.
- Visual inspection of airframe group. Lubed all controls & rod ends & linkages & control surfaces.
- C/W AD 2009-13-06 R1 dated November 3 2011 per paragraph (f) (2) (i) lubricated & inspected all nose baggage door latching & locking components for damage, worn, corroded, or non-conforming components; & (ii) verified the key can only be removed from the lock assembly in the lock position in accordance with instructions: part II of Piper Aircraft Inc. SB No. 1194B, Dated April 12, 2012. Due each 100 hours. (No defects noted at this time.).
- C/W with ELT Battery function test in accordance with FAR 91.207 (d), operational checks satisfactory. Battery due date Oct 2020.
- Verified FAR 91.411 & 91.413 ALT/TRSP, static check Due date 7/27/2020.
- C/W fire extinguisher weight check.
- C/W 100 hour/ 1 year Acrylic window inspection in accordance with Piper MM chapter 6 appendix
- C/W 100 hour Emergency Exit Window inspection per section IV Piper MM (no defects noted).
- C/W 100 hour Wing flap actuator inspection system per section III Piper MM (no defects noted).
- C/W 100 hour inspection AD 2004-21-05 Kelly Aerospace Heater (e) (1) (a) performed pressure decay test per Janitor MM 24E25-1 (no defects noted).
- C/W 100 hour Heater fuel regulator shutoff valve inspection AD 2004-25-16 R1 dated 06/20/2005, Inspected fuel regulator shutoff valve per Kelly Aerospace dated 09/06/2002 or later revision. (No defects noted).
- C/W 100 hour Aileron inspection per section III Piper MM. (no defects noted).
- C/W AD 2003-24-07 amendment 39-13376 effective date 02/09/2004. Visual inspection of rudder torque tube per paragraph (e) (2) & Piper SB1105A dated 09/22/2003, (no corrosion detected at this time).
- C/W Piper SL1069 dated 03/31/2003 flight controls terminals corrosion inspection, (no corrosion detected at this time).
- C/W Piper SL1135 control cable/pulley inspection. (No defects noted at this time).
- C/W All AD's research Thru 2017-2019
- Removed & replaced main aircraft battery with new Concorde Platinum Series p/n: RG-380E/44K s/n:41008654
- Removed & replaced left 7 right hydraulic filter with new p/n: 57274.
- Removed & replaced right outboard lanyard p/n: 472-059.
- Removed & replaced condenser blower motor with new p/n: 4544-00-5 o/h by George's Electrical service 1336 Santa Ana Avenue Sacramento, CA. 95838 (work order # 13201)
- Removed & replaced both pneumatic filters p/n: RA2J4-6.
- Removed & replaced all 4 fuel caps oring p/n: CA457-98.
- Removed & replaced Left prop control cable with new p/n: 46918-02.
- Removed & replaced Right prop control cable with new p/n: 46918-07.
- Removed & replaced both left & right cowlings receptacle with new p/n: 484-301.
- Removed & replaced both left & right cowlings Studs with new p/n: 487-704.

I certify that this Airframe has been inspected in accordance with An Event 2 /100 hour & Annual inspection following the Piper Cheyenne Progressive 100 Hour checklist in accordance with FAR 43, Appendix (d), PN 761-644 and was found to be in and Airworthy condition and approved for return to service.

End

Jason Matthews

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U.S. Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958).

1. Aircraft	Nationality and Registration Mark N42CV	Serial No. 31T-8020067	
	Make Piper	Model PA-31T	Series
2. Owner	Name (As shown on registration certificate) Cheyenne Partners LLC		Address (As shown on registration certificate) 310 Laser Ln
			City Lafayette State La
			Zip 70507-5325 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Avionics Solutions LLC		☐ U.S. Certified Mechanic ☐ Manufacturer	
Address 113 Borman Dr		☐ Foreign Certified Mechanic C. Certificate No. [REDACTED]	
City Lafayette State LA		☒ Certified Repair Station	
Zip 70508 Country USA		☐ Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [REDACTED] 7/15/16
--	---

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Ftl Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	☒ Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. 6ASR211B	Signature/Date of Authorized Individual [REDACTED] 7/15/16
---	---

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N42CV

Nationality and Registration Mark

July 10, 2016

Date

A. Equipment Removed:

KCI 310 Indicator	066-3020-06	1791
ADF Control	071-1066-03	5291
KPI 553A Nav Indicator	066-3045-19	50156
KDM 706	066-1066-00	1489
KDF 805	066-1047-01	9206
KSG 105	060-0013-01	2894
KSG 105	060-0013-01	9099
KMT 112	071-1052-00	45438
KMT 112	071-1052-00	12365
VG-14A Vertical Gyro	7000622-901	79090704
DME antenna	CI 105-16	
ADF antenna	071-1133-00 R-11	
OAT indicator	K1010	0415
Stormscope antenna	78-8051-9200-8	JSA02502472
Stormscope display	78-8060-5900-8	JSD03502205
KA 51A slaving accessory	071-1053-04	12778
KA 51A slaving accessory	071-1053-04	14052
PCD 7000 CD player	11952	B01524
Stormscope processor	78-8051-9160-4	JXP03502149
Rate of Climb indicator	360-00-1210	W2024G
Marker Light Assembly	066-3012-01	4018
GTX 327	011-00490-00	83708141

B. Equipment Installed:

Description	Part Number	Serial Number
GAD 43e	011-02349-00	1V7050752
GDU 620	011-01264-00	165003702
Digital Attitude Indicator (Stby)	RCA 2600-3	916F357
GDC 74A	011-00882-10	20622832
GRS 77	011-00868-10	42033415
GMU 44	011-00870-00	47525327
GA 55	010-10600-01	87501792

Additional sheets are attached.

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N42CV

Nationality and Registration Mark

July 10, 2016

Date

C. Removed above listed existing components and associated wiring to facilitate installation of new equipment. Installed G 600 system consisting of the following components: GDU 620 p/n 011-001264-00 s/n 165003702, GA 55 Antenna p/n 010-10600-01 s/n 87501792, GDC 74A p/n 011-00882-01 s/n 20622832, GAD 43e p/n 011-02349-00 s/n 1V7050752, GRS 77 p/n 011-00868-01 s/n 420334415, GMU 44 p/n 011-008070-00 s/n 47525327.

Installed G 600 system per STC SA02153LA-D installation manual 190-00601-06 Revision N dated October 31, 2015. Replaced existing LH instrument panel with new panel from Envision Avionics. Panel is made of 2024T3 .065 aluminum. Installed GTX 345 provisions per Garmin STC installation manual 190-00734-00 Revision 5 dated January 31, 2016. Installed GDL 69A wiring provisions and antenna. Installation per 190-00355-02 Revision M dated May 31, 2015. Installed RC Allan 2600-3 Digital Attitude indicator per RC Allan 2600 series installation document Rev G dated September 9, 2015.

D. Work for this installation was also accomplished in accordance with:

AC 43.13-1B Chapter 10, Sections 1-2	Weight and Balance Considerations
Chapter 11, Sections 4-6	Electrical Load and Protection
Chapter 11, Section 8-17	Wire Routing, Marking, and Connecting
AC 43.13-2B Chapter 1, Par 100-114	Structural Mounting Data
Chapter 2, Par 200-209	Equipment Physical Mounting
Chapter 3, Par 300-312	Antenna Installation

E. Operation Checks were completed per the following: 190-00601-06 Rev M, 600-00175-000 Rev. 4.

F. Required Approved Flight Manual Supplements and Pilot's guides were placed in the aircraft

G. All STC and/or approved ICA's have been given to the customer.

H. Compass Swing was performed with correction being documented and placed in the aircraft

I. Aircraft weight and balance was adjusted and documented.

J. This data has been recorded and filed at Avionics Solutions LLC, Lafayette, LA

-----END-----

Avionics Solutions LLC
113 Borman St Lafayette, La

(337) 740-8326

Weight and Balance Revision

Manufacturer and Model:	Piper PA 31T	Max Gross Weight:	9,000 lbs
Aircraft N Number:	N42CV	Serial Number:	31T-8020067

Previous W/B Calcs (Empty)

Previous W/B Dated:	07/07/06
Previous C.G. Moment:	746,511 in-lbs
Previous Empty Weight:	5,633 lbs
Previous Useful Load:	3,367 lbs

Removed Equipment	Station	Weight	Moment
KCI 310 Indicator	96	1.7	163.2
ADF Control	96	2.9	278.4
A-30 Encoder	68	2.2	149.6
KPI 553A Nav Ind	96	5.5	528
KDM 706	64	4.5	288
KDM 805 ADF Rcvr	64	4.7	300.8
KSG 105 DG	268	4.8	1286.4
VG-14A	272	7.3	1985.6
KSG 105 DG	268	4.8	1286.4
Stormscope Antenna	96	1.8	172.8
Stormscope Display	96	2.3	220.8
KA 51A Slaving Accessory	96	0.3	28.8
KA 51A Slaving Accessory	96	0.3	28.8
CD Player PCD7100	96	2.2	211.2
Stormscope Porcessor	272	6.5	1768
GTX 327	96	2.25	216
Removed wire and connectors	100	15	1500
		69.1 lbs	10,412.8 in-lbs

Installed Equipment	Station	Weight	Moment
GA 55	268.0	0.3	67.0
GDC 74U	68.0	1.6	108.8
GDU 620	96.0	6.4	612.5
GAD 43e	72.0	2.3	162.7
Stbt Att Ind 2600-3	96.0	0.5	48.0
GRS 77	65.0	2.8	182.0
		13.8 lbs	1,181.0 in-lbs

Revised Weight and Balance Calculations (Empty)

Revised C.G. Moment	737,279 in-lbs
Revised Empty Weight	5,578 lbs
Revised Useful Load	3,421.96 lbs

7/15/2016

Note: All station locations in "inches" and all weights in "lbs".

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AVIONICS
MAINTENANCE
RECORDS**

DATE

AIRFRAME
TIME
IN
SERVICEAVIONICS
TIME
IN
SERVICE

Page No.

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

Work completed:

ATC Transponder Test and Inspection - FAR 91.413 U/A/W FAR 43 Appendix F
 Altimeter System / Altitude Reporting Equip Test - FAR 91.411 U/A/W FAR 43 App E
 Static System Test - FAR 91.411 U/A/W FAR 43 Appendix E, Paragraph (a)
 Altimeter Test - FAR 91.411 U/A/W FAR 43 Appendix E, Para (b)

Work Order # 130911-42CVTransponder: Model: 678327 S/N: 83708141Encoder: Model: 519-28702-906 S/N: 863Altimeter: Model: 519-28702-906 S/N: 863Signed: [Signature] Date: 09/11/13

Avionics Solutions LLC

911 Revis Sirmon Loop, Hangar 5, Abbeville LA.

Work completed:

ATC Transponder Test and Inspection - FAR 91.413 U/A/W FAR 43 Appendix F
 Altimeter System / Altitude Reporting Equip Test - FAR 91.411 U/A/W FAR 43 App E
 Static System Test - FAR 91.411 U/A/W FAR 43 Appendix E, Paragraph (a)
 Altimeter Test - FAR 91.411 U/A/W FAR 43 Appendix E, Para (b)

Work Order # 130911-42CVTransponder: Model: 678330 S/N: 84107346Encoder: Model: A-30 S/N: 71043Altimeter: Model: 5934PAD-1 S/N: 863Signed: [Signature] Date: 09/11/13

Avionics Solutions LLC

911 Revis Sirmon Loop, Hangar 5, Abbeville LA.

Avionics Solutions LLC CRS# 6ASR211B

Date: 9/11/13WO#: 130911-42CV

Altimeter Reads	Add	Altimeter Reads	Add
0	<u>-40</u>	12000	<u>-40</u>
500	<u>+20</u>	14000	<u>0</u>
1000	<u>+20</u>	16000	<u>-20</u>
1500	<u>+25</u>	18000	<u>-30</u>
2000	<u>+10</u>	20000	<u>-15</u>
3000	<u>+5</u>	25000	<u>-10</u>
4000	<u>+10</u>	30000	<u>-20</u>
6000	<u>+5</u>	35000	<u>---</u>
8000	<u>-20</u>	40000	<u>---</u>
10000	<u>-55</u>		

Altimeter P/N: 519-28702-906 S/N: 863

Avionics Solutions LLC CRS# 6ASR211B

Date: 9/11/13WO#: 130911-42CV

Altimeter Reads	Add	Altimeter Reads	Add
0	<u>+20</u>	12000	<u>+10</u>
500	<u>0</u>	14000	<u>+10</u>
1000	<u>0</u>	16000	<u>+20</u>
1500	<u>0</u>	18000	<u>+20</u>
2000	<u>0</u>	20000	<u>+30</u>
3000	<u>0</u>	25000	<u>+60</u>
4000	<u>0</u>	30000	<u>+60</u>
6000	<u>-5</u>	35000	<u>---</u>
8000	<u>-5</u>	40000	<u>---</u>
10000	<u>-10</u>		

Altimeter P/N: 5934 PAD-1 S/N: A3458

Page No.

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

DATE

AIRFRAME
TIME
IN
SERVICEAVIONICS
TIME
IN
SERVICE

12 Dec 14

Removed defective Annunciator Controller P/N 500D0042-002
S/N 322 and replaced with serviceable unit P/N 500D0042-002
S/N 395 in accordance with Piper PA31 Service manual. U/S
checked, checked good.

Work completed:

ATC Transponder Test and Inspection – FAR 91.413 I/A/W FAR 43 Appendix F
Altimeter System / Altitude Reporting Equip Test – FAR 91.411 I/A/W FAR 43 App E
Static System Test – FAR 91.411 I/A/W FAR 43 Appendix E, Paragraph (a)
Altimeter Test – FAR 91.411 I/A/W FAR 43 Appendix E, Para (b)

Work Order

150930-42CV
Transponder: Model: G-TX 327 S/N: 83704141
Encoder: Model: 24702-906 S/N: 368
Altimeter: Model: 24702-906 S/N: 368

Signed:

Date:

9/30/15

Avionics Solutions LLC

911 Revis Sirmon Loop, Hangar 5, Abbeville LA.

Work completed:

ATC Transponder Test and Inspection – FAR 91.413 I/A/W FAR 43 Appendix F
Altimeter System / Altitude Reporting Equip Test – FAR 91.411 I/A/W FAR 43 App E
Static System Test – FAR 91.411 I/A/W FAR 43 Appendix E, Paragraph (a)
Altimeter Test – FAR 91.411 I/A/W FAR 43 Appendix E, Para (b)

Work Order

150930-42CV
Transponder: Model: G-TX 330 S/N: 84107346
Encoder: Model: 24702-906 S/N: 368
Altimeter: Model: 59341AD-1 S/N: R3459

Signed:

Date:

9/30/15

Avionics Solutions LLC

911 Revis Sirmon Loop, Hangar 5, Abbeville LA.

Avionics Solutions LLC

WO#: 150930-42CV

Date: 9/30/15

Altimeter Reads	Add	Altimeter Reads	Add
0	0	12000	0
500	0	14000	0
1000	0	16000	0
1500	0	18000	0
2000	0	20000	0
3000	0	25000	0
4000	0	30000	0
6000	0	35000	0
8000	0	40000	0
10000	0		

Altimeter P/N: 24702-906

S/N: 368

Avionics Solutions LLC CRS# 6ASR211B

WO#: 150930-42CV

Date: 9/30/15

Altimeter Reads	Add	Altimeter Reads	Add
0	0	12000	-70
500	+10	14000	0
1000	0	16000	-20
1500	0	18000	-20
2000	+10	20000	-20
3000	0	25000	-20
4000	0	30000	-40
6000	0	35000	-40
8000	0	40000	-40
10000	0		

Altimeter P/N: 59341AD-1

S/N: R3459

Page No.

DATE

AIRFRAME
TIME
IN
SERVICE

AVIONICS
TIME
IN
SERVICE

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

ATC Transponder tests & Inspections as required by FAR 91.413 IAW FAR 43, Appendix F, have been performed

Transponder Model GTX345 S/N 3EG002373

Transponder Model GTX330 S/N 84107346

[Redacted] 7-27-18

Signature & Date

N42VC

Automatic Pressure altitude reporting equipment and ATC transponder system integration test performed IAW FAR 43, Appendix E, Par. C. W/O No. 20273

[Redacted] 7-27-18

Signature & Date

Static System tested as required by FAR 91.411 IAW FAR 43 Appendix E. Para. (a)

[Redacted] 7-27-18

Signature & Date

Air Data Computer GDC74A S/N 20622832

Altimeters tested as required by FAR 91.411 IAW FAR 43 Appendix E. Para. (b)

Pilots GDU620 S/N 162003702
ENG ALT. 28702-906 S/N 863
Copilots 5934PAD-1 S/N R3458

Tested to: 30,000 FT

[Redacted] 7-27-18

Signature & Date

The aircraft and/or component identified about was repaired and inspected in accordance with current regulations of FAA and is approved for return to service. Pertinent details of the repair are file at this repair station under Work Order No. 20273 Date 7-27-18

Signed [Redacted] for
The Radio Shop
FAA Approved CRS # [Redacted]
Lafayette, La. 70509

FAA Rep. Cert.

1. Approving Authority/C
FAA/
4. Organization

Duncan

6. Item: 7. M
1

12. Remarks

Custom Discrep

Preliminary

Corrective 1983.

Duncan approval number E
All EASA
No current Technician
This document
Approval for

Copilot ALT

N42VC

7-27-18

ALTIMETER SCALE ERROR

5934PAD-1

NOMENCLATURE

ENC. ALT

N42VC

7-27-18

ALTIMETER SCALE ERROR

28702-906

NOMENCLATURE

SERIAL NO.

ALTIMETER PRESSURE 30,000 Feet

863

N42VC

7-27-18

ALTIMETER SCALE ERROR

GDU620

NOMENCLATURE

SERIAL NO.

ALTIMETER PRESSURE 30,000 Feet

162003702

TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C
-1000		6000	-0-	25,000	-20
0	-0-	8000	-0-	30,000	-40
500	-5	10,000	-0-	35,000	
1000	+10	12,000	+10	40,000	
1500	-0-	14,000	-10	45,000	
2000	-0-	15,000		50,000	
2500		16,000	-30	55,000	
3000	-0-	18,000	-30	60,000	
4000	-0-	20,000	-30	70,000	
5000		22,000	-25	80,000	

THE RADIO SHOP - FAA APPROVED

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Left engine

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**ENGINE
MAINTENANCE
RECORDS**

ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N42CV

Engine Manufacturer Pratt & Whitney

Model PT-6A-28

Serial No. PCE-52244

Date installed on aircraft 5/9/1980

Time Between Overhauls (TBO) 3600 Hours

If used on multi-engine aircraft:

☐ Right

☒ Left

☐ Front

☐ Rear



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CERTIFICATE OF COMPLIANCE

NOMENCLATURE: ENGINE ASSEMBLY		PART NUMBER: 3015000
P. O. NUMBER: -	SERIAL NUMBER: 52244	W. O. NUMBER: 26-06525
WORK REQUESTED: -OVERHAUL ENGINE. -INCORPORATE REQUESTED SERVICE BULLETINS. -TEST FOR LEAKS AND PERFORMANCE.		
WORK CARRIED OUT: -OVERHAULED I.A.W. P&WC OVERHAUL MANUALS P/N 3013243R25 AND OTHER APPROVED DATA. -SEE MODIFICATION LOG IN LOG BOOK FOR SERVICE BULLETINS INCORPORATED THIS VISIT. -FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-0. -TESTED I.A.W. MANUFACTURER'S REQUIREMENTS.		
I CERTIFY THAT THE COMPONENT SPECIFIED BY THIS DOCUMENT HAS BEEN INSPECTED, AND TESTED AND CONFORMS TO THE SPECIFICATIONS RELEVANT THERETO IN ACCORDANCE WITH THE CONDITION OF THE PURCHASE ORDER. ATLANTIC TURBINES INTERNATIONAL INC. P.O. Box 150 Summerside, Prince Edward Island, Canada, C1N 4P6 [REDACTED] Tel: (902) 436-1333 Fax: (902) 436-0666 Stamp  Date: MAY 19 2006 Authorized Inspector: D. Gallant [REDACTED] Authorized Signature: [Signature]		

1. Approving national aviation authority/country TRANSPORT CANADA		2. Authorized Release Certificate TCCA 24-0078		3. Certification Ref No. 103841	
4. Organization  ATLANTIC TURBINES		ATLANTIC TURBINES INTERNATIONAL INC. P.O. BOX 150, SUMMERSIDE PE. CANADA			
6. Item	7. Description	8. Part Number	9. Eligibility	10. Quantity	11. Serial/Batch Number
1	ENGINE ASSEMBLY	3015000	PT6A-28	1	52244
					12. Status/Work Overhauled
13. Remarks -OVERHAULED I.A.W. P&WC OVERHAUL MANUALS P/N 3013243R25 AND OTHER APPROVED DATA. -FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-0 TSN. 41246 CSN. 4215 TSO. 0.0 CSO. 0					
14. Certifies that the items identified above were manufactured in conformity to: ☐ Approved design data and are in condition for safe operation. ☒ Non approved design data specified in block 13.					
15. Authorized Signature					
16. Certificate/Approval Ref. No.					
17. Name					
18. Date					
19. ☒ CAR 571.10 Maintenance Release ☒ Other regulations specified in block 13. Certifies that, except where otherwise specified in block 13, the work identified in block 12 and described in block 13 was performed in accordance with CAR 571.					
20. Approvals: EASA 145.7014 ISO No. 95763 DNAR No. 1-B-347 South Africa No. 849 Kenya No. K/A1/8/10					
21. Certificate/Approval Ref. No.					
22. Name Donnie Gallant					
23. Date 19-May-2006					
* Installer must cross-check eligibility with approved data					
USER/INSTALLER RESPONSIBILITIES					
This document does not constitute the authority to install the part. Where the installer works in accordance with the national regulations of an airworthiness authority other than the authority specified in block 1, the installer must ensure that his/her airworthiness authority accepts products or maintenance from the airworthiness authority specified in block 1. Statements 14 and 19 do not constitute installation certification. In all cases, the aircraft technical record must contain an installation certification, issued in accordance with the national regulations of the state of registry, before the aircraft may be flown.					

24-0078 (12/09/2001)

Printed 5/19/2006 7:08:08 AM

		Life Limited Parts Log Report		Atlantic Turbines International Inc. P.O. Box 150, Summerside, PEI Canada C1A4P6 AMO 3-92	
Engine Model PT6A-28		Order/Task 694/66	Maintenance Manual/Rev.: 3013242 REV 29	Date MAY 19 2006	Class 4 

GGs Serial No. 52244	TSN: 4124.60	CSN: 4125.0	WorkOrder: 26-06525	Workscope: O/H
PS Serial No. 52244	TSN: 4124.60	CSN: 4125.0	WorkOrder: 26-06525	Workscope: O/H

Description		Part Number	Serial Number	TSN	CSN
Comp. Hub 1st Stg.	REC	3013111	8D563	4124.6	4125
	INS	SAME			
2nd Stg. Comp. Disk	REC	3013712	7D891	4124.6	4125
	INS	SAME			
3rd Stg. Comp. Disk	REC	3011713	7D777	4124.6	4125
	INS	SAME			
Centrifugal Impeller	REC	3013176	8A321	4124.6	4125
	INS	3013176	9C091	9378.0	12604
CT Disk	REC	3013411	9D569	4124.6	4125
	INS	SAME			
PT Disk	REC	3022412	9D604	4124.6	4125
	INS	SAME			

Remarks

For determination of accumulated and remaining life on these parts, refer to the engine Maintenance Manual or Service Bulletin, as applicable. This record must be kept with the engine/module logbook where these parts are installed.



PT6A MODIFICATION LOG

Eng Model	ENG ☒	Serial #	Work Order	Date	Revision	Inspection Stamp
PT6A-28	GGs ☐ PS ☐	52244	26-06525	MAY 19 2006	0	ATI 68

Service Bulletins Incorporated This Visit

1248R2	1277R2	1322R0	1325R1	1334R1	1352R0	1354R3	1357R2	1377R3	1379R2	1381R4
1387R0	1391R2	1395R0	1397R3	1404R7	1409R1	1421R4	1427R2	1431R1	1446R6	1455R2
1470R2	1474R0	1477R0	1508R0	1516R2	1544R1	1561R3	1564R3	1571R2	1591R2	1610R2
1637R1										

Service Bulletins Found Embodied

1045	1125	1129	1138	1148	1178	1216	1217	1220	1231	1249	1258	1270
1282	1287	1300	1316	1323	1346	1348	1372	1389	1408	1410	1411	1416
1555	1558											

Notes

-FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-0.



Airworthiness Directives PT6A

Engine Type: PT6A-28	Engine S/N: 52244	Build Spec: -
W/O: 26-06525	Customer: STS	

Country	AD No.	Description	SB's	Status
USA	75-06-01	P.T. CONTAINMENT	1138 and 1220 and 1216	FOUND EMBODIED
USA	75-11-04	INSTALLATION OF CHIP DETECTOR		FOUND EMBODIED
USA	80-08-12	FUEL PUMP COUPLING	1316	FOUND EMBODIED
USA	90-12-05	ENGINE FAILURE		N/A TO ENGINE S/N
USA	92-15-11	P3 DELIVERY LINE (FILTER)		N/A TO A/C TYPE
USA	97-04-12	BOV	1538	COMPLIED WITH; BOV IS N/A
USA	2002-23-13	EXHAUST DUCT	1610	COMPLIED WITH THIS VISIT
CANADA	CF-78-03	2 nd STAGE PINION & PT BLADES	1217 and 1220 and 1248	COMPLIED WITH THIS VISIT
CANADA	CF-96-24	BOV	1538	COMPLIED WITH; BOV IS N/A
CANADA	CF2002-47	EXHAUST DUCT	1610	COMPLIED WITH THIS VISIT

Class 4 Inspector D. GALLANT	Stamp 	Date MAY 19 2006
---------------------------------	--	---------------------

PT6A Accessories Record

Power Section		Serial No. 52244		W/O No.:26-06525	
Item No.	Item	Part No.	Serial No.	TSN	TSO
1	Propeller Gov.	8210-003U	1577712	N/K	0.0
2	Prop.Overspeed Gov	-			
3	Torque Limiter	-			
4	Autofeather Valve	-			
5	Tach. Generator	-			
6	Torque Transducer	-			

Gas Generator Section		Serial No. 52244		W/O No.:26-06525	
Item No.	Item	Part No.	Serial No.	TSN	TSO
1	Temp. Compensator	-			
2	Fuel Pump	025323-101-02	5511	N/K	0.0
3	Fuel Control	2524440-7-6	A7996	N/K	0.0
4	Oil to Fuel Heater	10552E	1532	N/K	0.0
5	Starting Control	25234-2	11796	N/K	0.0
6	Ignition Exciter	10-381550-4	NN93157074	N/K	0.0
7	Compressor Bleed	3100829-01	9E589	N/K	0.0
		-			
8	Flow Divider	-			
9	Thermostatic Bypass	-			
10	Fuel Surge Accum.	-			
11	Electronic Limiter	-			
12	Interface Valve	-			
13	Solenoid Valve	-			

Remarks:

Final Inspector
D. GALLANT

Stamp



Date MAY 19 2006

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

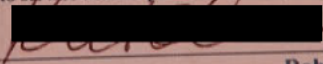
		Atlantic Turbines International Inc. P.O. Box 150, Summerside, PEI Canada C1N 4P6		AMO No. 3-92 P (902) 436-1333 F (902) 888-2999	
Manufacturer P&WC		Module Description ENGINE ASSEMBLY		Model/Build Spec. PT6A-28	
Serial Number 52244					
TSN 4124.6	TSO 0.0	TSR -	TSHSI -	CSN 4125	CSO 0
CT Vane 5.67	PT Vane 15.63	NG 36 522		TS 166 7	SFC 0.622
Remarks: -OVERHAULED I.A.W. P&WC OVERHAUL MANUALS P/N 3013243R25 AND OTHER APPROVED DATA. -FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-0. -TESTED I.A.W. MANUFACTURER'S REQUIREMENTS. WARRANTY: ATLANTIC TOTAL ENGINE ASSURANCE.					
This product has been Overhauled in accordance with the manufacturer's requirements and current Canadian Aviation Regulations. Pertinent details of the work performed are on file at this agency under work order 26-06525					
Authorized Inspector D. Gallant		Signature 		Stamp 	Date MAY 19 2006

Q-Form 064 (2003-06-19)

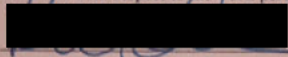
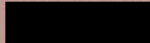
Piper Cheyenne II N42CV 31T-8020067 Hobbs: 4147.1
 Date: 5-24-06 Model: PT6A-28 S/N: 52244
 TSN: 4124.6 CSN: 4125 TSO: 0.0 CSO: 0

Installed overhauled engine in L/H position of N42CV per Mfr. Maintenance Manual. All systems checked and adjusted to specifications. Serviced with BP2380 oil and satisfactory ground runs performed with no fluid leaks observed. See attached ATI overhaul forms for details.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.


 Robert O Connor
 Specialty Turbine Service

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page DATE: 3/25/13 N42CV; PIPER PA 31T; S/N: 31-8020067; HOBBS: 4955.0; ACTT: 4955.0 L/H ENGINE; MODEL; S/N; TTSN; SMOH; TSHSI PRATT WHITNEY PT6A-28 PCE-52244 4911.3 830.4 830.4 PERFORMED AN EVENT 1 INSPECTION IN ACCORDANCE WITH PN 761-644 CHEYENNE PIPER PROGRESSIVE INSPECTION 100 HOUR CYCLE INSPECTION CHECKLIST. • REPLACED ALL PNEUMATIC ENGINE /NACELLE AREA HOSES ON L/H ENGINE AS PER 7 YEAR SPECIAL INSPECTION ITEMS. • REPLACED FUEL PUMP OUTLET FILTER, INSPECTED FUEL PUMP INLET SCREEN, INSPECTED/CLEANED OIL FILTER, INSPECTED P3 FILTER, CHIP DETECTOR AND NOSE CASE FINGER SCREEN. ALL COMPONENTS REMOVED WERE REINSTALLED WITH NEW "O" RINGS. (OIL SCREEN & CHIP DETECTOR HAD NO PARTICLES OF ANY KIND). CHECKED LINES & LINKAGES & LUDED ALL CONTROLS & IGNITERS CHECKED GOOD. • ENGINE SOLVENT WASHED, GROUND RUN & LEAK CHECKED GOOD. SERVICED ENGINE TWO QUARTS OF BP2380 OIL. • I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED I/A/W AN EVENT 1 INSPECTION CHECKLIST AND FOUND TO BE IN AN AIRWORTHY CONDITION AND IS RETURNED TO SERVICE.-----END----- [REDACTED] JASON MATTHEWS [REDACTED]
				DATE: 9/12/2013 N42CV ; PIPER PA31T ; S/N : 31-8020067 0; HOBBS: 5020.0 ; ACTT: 5020.0 L/H ENGINE ; MODEL ; S/N; TTSN; SMOH ; TSHSI PRATT WHITNEY PT6A-28 PCE-52244 5020.0 895.0 895.0 PERFORMED AN EVENT 1 & 2 INSPECTION IN ACCORDANCE WITH PN 761-644 CHEYENNE PIPER PROGRESSIVE INSPECTION 100 HOUR CYCLE INSPECTION CHECKLIST. 1. C/W 300 HOUR SPECIAL INSPECTION REMOVED STARTER GENERATOR P/N 23048-006 S/N 9885 .SNET FOR O/H BY PRECISION AVIATION GROUP, INC. PY8R545X (SEE 8130-3) ,REINSTALLED STARTER GENERATOR P/N 23048-006 S/N 9885C. 2. C/W 300 HOUR FUEL NOZZLE FLOW CHECK ;REMOVED LEFT ENGINE FUEL NOZZLES AND REINSTALLED EXCHANGED NOZZLES BY HERITAGE TURBINES #H1IR069Y (SEE 8130-3) WORK ORDER AIREEX , (1) INLET ADAPTER P/N 3014703; (3) SECONDARY ADAPTER P/N 3014705 ; (10) PRIMARY ADAPTER P/N 3014704; (14) SHEATH P/N 3019491 & NEW GASKETS & O-RINGS AND SAFETY. 3. INSPECTED & CLEANED OIL FILTER SCREEN, P3 FILTER ,CHIP DETECTOR AND NOSE CASE FINGER SCREEN, CLEANED FUEL SCREEN .CHECKED ALL LINES & LINKAGES & LUDED ALL CONTROLS & CHECKED AND CLEANED IGNITERS. 4. COMPLISHED ENGINE SOLVENT WASHED, GROUND RUN & LEAK CHECKED GOOD. I CERTIFIED THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 1 & 2 INSPECTION FOLLOWING THE INSPECTION AND PROCEDURES OF THIE APPROVED INSPECTION PROGRAM OF THIS AIRCRAFT UNDER CFR 91.409(f) OPTION 3 AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION -----END----- [REDACTED] JASON MATTHEWS [REDACTED]
				SUB-TOTALS this page TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS—brought forward from previous page				
PA-31T N42CV S/N:31-8020067 Hobbs: 5306.1 Date: 9-23-15 Model:PT6A-28 S/N: 52244 TSN: 5283.6 CSN: 5283 TSO: 1159.0 CSO: 1159 Performed Borescope Inspection on the above referenced left engine. The CT Vanering was normal with minor coating loss and some trailing edge distortion. The CT Blades were normal with some leading edge erosion and minor Stage 1 sulfidation. The 1st stage compressor has acceptable minor nicks. The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.  Robert O'Connor Specialty Turbine Service				
Date: 10/1/2015 N42CV Make: Piper Model: PA-31T S/N: 31-8020067 Hobbs: 5306.1 ACTT: 5306.1 Left Engine : Model: S/N: TTSN: SMOH: Pratt Whitney PT6A-28 PCE-52244 5306.1 1158.7 Accomplished and Event II /100 hour inspection in accordance with PN 761-644 Cheyenne Piper progressive inspection checklist. C/W 300 hour special inspection on starter generators cleaned inspected brushes and bench checked by Precision Aviation Group, INC. C/W with 300 hour fuel nozzle flow check ; Removed & Reinstalled exchanged fuel nozzles by Heritage turbines , INC. Repair Station # H1IR069Y (SEE 8130-3) Work order # N75SC (1) inlet adapter assy. P/N 3014703; (10) primary adapter assy. P/N3014704; (3) secondary adapter assy. P/N3014705; (13) sheath P/N3019491; (1) sheath P/N3120869-01. Installed with new seals & oil rings & safety. Accomplished engine wash, ground ran & leak checked satisfactory. I certified that this LEFTENGINE has been inspected in accordance Event II inspection following the inspection and procedures of the Approved inspection program of this aircraft under CFR91.409(f) option and was found to be in an airworthy condition. ----- END-----  Jason Matthews 				
SUB-TOTALS this page				
TOTALS—Carry forward to next page				

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				SUN AVIATION, INC. Vero Beach, FL (VRB) Date: 09/04/14 Left Engine Log Hobbs: 5162.6 Model: PT6A-28 Engine TT: 5140.1 SN: PCE-52244 Engine TSO: 1015.5 N42CV Aircraft SN: 31T-802006 Accomplished an Event I & II engine inspection using the Piper PA31T Event I & II maintenance manual as a guide. Repaired broken wire at cannon plug. Removed governor and sent to Redline Aviation for overhaul, installed overhauled P/N 8210-003-01 S/N 1480235 per P&W PT6A-28 MM 61-20-00. Calibrated left torque and T5 indicating systems per Piper PA31T MM 8-98 and 8-102. Replaced left engine breather hose and clamps, installed P/N's MS21919WH21 and 49998-033. Cleaned and replaced "O" rings in the lower scavenge tube at AGB including the overhauled tube, installed P/N's AS3209-017, AS3209-018, AS3209-019, AS3209-116 and tube-3013217, 3020665 and 3035890. Replaced missing hardware on the cambox, installed P/N 3012675 per P&W PT6A-28 MM 72-60-00. Performed engine adjustments per PA31T service manual section 8. Repaired fire seals with silicone sealant per RTV 103 and 106. Replaced left engine deice brush blocks, installed P/N's 3E2011-1, 3E2011-2 and 758-436. Accomplished 1000 hour P3 filter replacement, installed P/N WF334552 per P&W PT6A-28 MM 73-10-07. Accomplished 1000 hour oil filter replacement, installed P/N 3059258-01 per P&W PT6A-28 MM 79-20-00. Replaced beta block assembly, installed P/N WF334552 per PA31T MM figure 8-4. Performed a compressor wash. MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO# S001714. A.D.'s researched through Rev. 2014-16 Signature: [Redacted] Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 3296 [Redacted]
				DATE: 8/9/2015 N42CV PIPER PA 31T S/N: 31-8020067 HOBBS: 5290.9; ACTT: 5290.9 L/H ENGINE: MODEL: S/N: TTSN: SMOH: PRATT WHITNEY PT6A-28 PCE-52244 5290.9 1143.5 Performed and Event 1 inspection in accordance with PN 761-644 Cheyenne Piper progressive inspection 100 HR cycle inspection checklist. - Replaced fuel pump outlet filter, inspected fuel pump inlet screen, inspected/clean oil filter, inspected P3 filter, chip detector and nose case finger screen. All components removed were reinstalled with new O-rings. (oil screen and chip detector had no particles of any kind). - Checked lines and linkage and igniters tested good. - Lubed all controls. - Engine solvent washed, ground run and leak checked good, serviced engine two quarts of BP2380 oil. I CERTIFY THAT THIS PROPELLER ^{PROPPELLER} HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 1 INSPECTION FOLLOWING THE INSPECTIONS AND PROCEDURES OF THE APPROVED INSPECTION PROGRAM OF THIS AIRCRAFT UNDER CFR PART 91.409(F) OPTION 3 AND DETERMINED TO BE IN AIRWORTHY CONDITION. End [Redacted] Jason Matthews [Redacted]
				SUB-TOTALS this page TOTALS—Carry forward to next page

DATE

Date: 7/16/2016 N42CV Make: PA-31T S/N: 8020067 Hobbs: 5407.8 ACTT: 5407.8
 Left Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE-52244 TTSN: 5407.8 SMOH: 1260.4

Accomplished Event 1 & 2 inspection on LEFT ENGINE accordance with PN 761-644 Cheyenne Piper Progressive Inspection 100 hour inspection checklist.

- Replaced fuel pump outlet filter, inspected fuel inlet screen, inspected / cleaned oil filter, inspected p3 filter, chip detector and nose case finger screen. All components removed were reinstalled with new O-rings using PT6 100 hour kit by Rapco. (oil screen & chip detector had no particle of any kind).
- Replaced left engine deice brushes, installed P/N 3E2011-1, 3E2011-2 3E2011-3, 758-436 per PA31T SM figure 14-11, 14-13 and 14-14. Replaced beta brush block, installed P/N CA3044 per P&W PT6A-28 MM 73-10-07
- Visual inspection of right engine, checked lines and linkage and igniters tested good.
- Lubed all control linkage & bell cranks.
- Serviced engine oil as required with two quarts of BP2380 oil.
- Performed engine adjustments per PA31T service manual section 8.
- Washed & ground ran engines, no leaks noted.
- AD'S research through 2014-2016

I certify that this Left engine has been inspected in accordance with an Event 1 & 2 inspection following the Cheyenne Piper Progressive 100 hour inspection checklist I/A/W FAR43, appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for returned to service.

Jason Matthews

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5464.1

Date: 10-18-16 Model: PT6A-28 S/N: 52244

TSN: 5441.6 CSN: 5441 TSO: 1317.0 CSO: 1317

Removed power section for repair, performed hot section inspection and sent IE Duct, CT Disk, fuel nozzles, and BOV to Prime Turbines for repairs. Sent OE Duct and CC Liner to Unified Turbines for repair. Reinstalled parts with new seals and gaskets after repairs per Mfgr. Maintenance Manual. All systems checked and adjusted to specifications. Serviced with BP2380 oil and satisfactory ground runs performed with no fluid leaks observed. See attached 8130 forms for details.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.

Robert O'Connor
 Specialty Turbine Service

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DATE

DATE: 1/30/2017 N42CV MAKE: PIPER MODEL: PA31T S/N: 8020067 HOBBS: 5508.7 ACTT: 5508.7
 LEFT ENGINE MAKE: PRATT WHITNEY MODEL: PT6-28 S/N: PCE-52244 TTSN: 5508.7 SMOH: ~~1361.6~~ 1361.6

- Accomplished an **EVENT 1** inspection on **LEFT ENGINE** in accordance with PN 761-644 Piper Cheyenne Progressive Inspection 100 hour checklist.
- Visual inspection of right engine, checked lines & linkages and igniters tested good.
- Lubed all control linkage & bell cranks.
- Serviced engine oil as required.
- Washed & ground ran engine, no leaks noted
- AD's research thru Rev. 2016- 2017.

I certify that this **LEFT** engine has been inspected in accordance with an **EVENT 1** inspection following Piper Cheyenne Progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN 761-644 and was found to be in an **AIRWORTHY** condition and approved for returned to service.

Jason Matthews

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5613.0
 Date: 8-3-17 Model: PT6A-28 S/N: 52244
 TSN: 5590.5 CSN: 5590 TSO: 1465.9 CSO: 1465

Borescoped engine per Mfgr. Maintenance manual during fuel nozzle clean/flow. The hot section components are in normal condition for the time/cycles in service. The CT Blades have very minor erosion and there were no rubs detected.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.

Robert O'Connor
 Specialty Turbine Service

Date: 8/15/2017 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACTT: 5610.9 Hobbs: 5610.9
 Left Engine Make: Pratt Whitney Model: PT6-28 S/N: PCE-52244 TTSN: 5610.9 SMOH: 1463.8

- Accomplished an **Event 1 & 2** inspection on **Left Engine** in accordance with PN 761-644 Piper Cheyenne Progressive inspection checklist & Piper MM & Pratt Whitney MM.
- C/W 300 hr. fuel nozzles flow check; Removed & reinstalled exchanged fuel nozzles inspected by Heritage turbines, INC. Repaired Station # H1R069Y (see 8130-3) work order # P7W PT6-135 (1) inlet adapter assy. P/N: 3106348-01 inspected, (10) repaired primary adapter assy. P/N: 3106347-01; (3) repaired secondary adapter assy. P/N: 3106346-01; (14) inspected sheath P/N: 301949. Installed with new seals & o-rings & safety.
- Removed & replaced both igniters with new P/N: 10-390667-1.
- Accomplished engine wash, ground ran & leak operational checked satisfactory.
- AD's research through rev. 2016-2017

I certify that this **Left Engine** has been inspected in accordance **Event 1 & 2** inspection following the Piper Cheyenne progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN 761-644 and was determined to be in an airworthy condition and approved for returned to service.

Jason Matthews

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE

Date: 8/25/2017 N42CV Make: PA-31T S/N: 8020067 ACTT: 5612.02 Hobbs: 5612.02

- Removed & replaced tail beacon bulb with new
- Removed Left engine tach generator P/N: 22A703 S/N: 698 ; Installed P/N: 22A703 S/N: 46197 Overhauled by Accessories, Inc. 4123 May St. FAA # TM2R192L Wichita, KS. 67209 work order # 71817R. All work done in accordance with Piper Cheyenne MM and was found to be satisfactory for work performed & approved for return to service.

Jason Matthews
[Redacted Signature]

Date: 11/3/2017 N42CV Left Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE-52244 TTSN: 5621.0 SMOH: 1,473.9

Removed left engine overspeed governor p/n: 210614 s/n: 1710199; Installed p/n: 210614 s/n: 1570365 overhauled by Kansas Aviation of Independence, LLC. Repair station VKUR823L. See 8130-3. Ground ran engine operational & leak check satisfactory. All work done in accordance with Piper Cheyenne Maintenance manual & was found to be in an airworthy condition and approved for return to service.

Jason Matthews
[Redacted Signature]

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5659.7
Date: 11-29-17 Model: PT6A-28 S/N: 52244
TSN: 5637.2 CSN: 5637 TSO: 1512.6 CSO: 1512

Split engine at "C" flange and removed PT Stator P/N 3024862CL12 due to performance. Installed P/N 3024862CL11.8 S/N 6L609. Reassembled engine with new seals, serviced engine with BP2380 oil and performed acceptable ground runs. No leaks observed after shutdown.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.

[Redacted Signature]
Robert O'Connor
Specialty Turbine Service

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE: 4/10/2018 N42CV MAKE: PIPER MODEL PA-31T S/N: 8020067 ACTT: 5713.6 HOBBS: 5713.6
LEFT ENGINE MAKE: PRATT WHITNEY MODEL: PT6-28 S/N: PCE-52244 TTSN: 5713.6 SMOH: 1566.5

- Accomplished an **Event 1 / 100 hour** inspection on **LEFT ENGINE** in accordance with PN 761-644 Piper Cheyenne Progressive inspection checklist & Piper MM & Pratt Whitney MM.
- Visual inspection of right engine group
- Lubed all controls & rod-ends & linkages.
- Complied with 100 hour PT6-28 100 hour kit removed, cleaned, & inspected screens & reinstalled with new oring & filters. (Fuel, oil, hydraulic & chip detector).
- Drained oil & serviced engine with BP 2380 oil as required.
- Removed ~~LEFT~~ engine inlet duct assy. P/N: 50363-00 & reinstalled P/N: 50363-00 S/N: 9708/8N10-2 repaired by FRIEND AIRCARE 325 AIRPORT ROAD WASHINGTON, PA. 15301-9082 WORK ORDER # 9708/8N10 (SEE 8130-3).
- Wash & ground ran engine operational & leak checks satisfactory.
- AD's research thru 2017-2018.

I certify that this **LEFT ENGINE** has been inspected in accordance with an **Event 1 / 100 hour** inspection following the Piper Cheyenne Progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN761-644 and was found to be in an **AIRWORTHY** condition and approved for returned to service.

Jason Matthews

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 97.7
Date: 9-26-18 Model: PT6A-28 S/N: 52244
TSN: 5784.1 CSN: 5784 TSO: 1659.5 CSO: 1659

Removed fuel nozzles for clean/flow and BOV for test by Prime Turbines. Performed a borescope inspection of the hot section per M/M and found to be in serviceable condition for time in service. Reassembled nozzles and BOV with new gaskets and seals. Serviced engine with BP2380 oil and performed acceptable ground runs. No leaks detected after shutdown.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to work performed on this date.

Robert O'Connor
Specialty Turbine Service

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE

DATE: 9/28/2018 N42CV MAKE PIPER MODEL: PA-31T S/N: 8020067 ACTT: 5784.1 HOBBS: 97.7
 LEFT ENGINE MAKE: PRATT WHITNEY MODEL: PT6A-28 S/N: PCE 52244 TTSN: 5784.1 TSO: 1659.5 CSO: 1659
 ACCOMPLISHED AN EVENT 2 / 100 HOUR INSPECTION ON LEFT ENGINE IN ACCORDANCE WITH PN 761-644 PIPER
 CHEYENNE PROGRESSIVE INSPECTION CHECKLIST & PIPER MM & PRATT WHITNEY PT6A-28 MM.

- VISUAL INSPECTION OF RIGHT ENGINE GROUP.
- LUBED ALL CONTROLS & PUSHRODS & LINKAGES.
- COMPLIED WITH 100 HOUR PT6-28 100 HOUR KIT. REMOVED & CLEANED & INSPECTED SCREENS & REINSTALLED WITH NEW O-RINGS & FILTERS. (FUEL, OIL, HYDRAULIC & CHIP DETECTOR).
- SERVICED OIL AS REQUIRED WITH BP2380 OIL.
- REMOVED & REPLACE ENGINE MOUNT FRONT WITH NEW P/N: LM-423-42.
- COMPLIED WITH 300 HR INSPECTION ON STARTER GENERATOR BY PRECISION AVIATION GROUP.
- WASHED & GROUND RAN ENGINE & OPERATIONAL & LEAK CHECKS SATISFACTORY.
- AD'S RESEARCH THRU 2017-2018.

I CERTIFY THAT THIS LEFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 2 / 100 HOUR INSPECTION FOLLOWING THE PIPER CHEYENNE PROGRESSIVE 100 HOUR INSPECTION CHECKLIST IN ACCORDANCE WITH FAR 43, APPENDIX (d), PN 761-644 AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION AND APPROVED FOR RETURN TO SERVICE.

END

JASON MATTHEWS

Date: 6/1/2019 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACTT: 5894.6 HOBBS: 208.2
 Left Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE 52244 TTSN: 5894.6 TSO: 1770.0 CSO: 1769.5

- Accomplished Event 1 / 100 hour inspection on Left engine in accordance with PN 761-644 Piper Cheyenne inspection checklist & Piper MM & Pratt Whitney PT6A-28 MM.
- Visual inspection of right engine group.
- Lubed all control & pushrods & linkages.
- Complied with 100 hour PT6A-28 100 hour kit. Removed & cleaned & inspected screens & reinstalled with new o-rings & filters. (Fuel, oil, chip detector).
- Serviced left engine as required with BP2380 oil.
- Washed & ground ran & operation leak check satisfactory.

I certify that this Left Engine has been inspected in accordance with an Event 1 / 100 hour inspection following the Piper Cheyenne 100 hour inspection checklist in accordance FAR 43, Appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for return to service.

END

Jason Matthews

LEFT ENGINE LOG

Date: 10/16/2019 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACCT: 5954.6 Hobbs: 268.0
 Left Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE- 52244 TTSN: 5954.6 TSO: 1830.0 CSO: 1829.5

Accomplished Event 2/100 hour & Annual inspection on Left Engine in accordance with PN 761-644 Piper Cheyenne inspection checklist & Piper MM & Pratt Whitney PT6A-28 MM. Visual inspection of right engine group. Lubed all control & pushrods & linkages. Complied with 100 hour PT6A-28-100 hour kit. Removed & cleaned & inspected screens & reinstalled with new orings & filters. (Fuel, oil, chip detector). Serviced left engine as required with BP2380 oil. Washed & ground ran & operational leak check satisfactory. Complied with AD's 2017-2019.

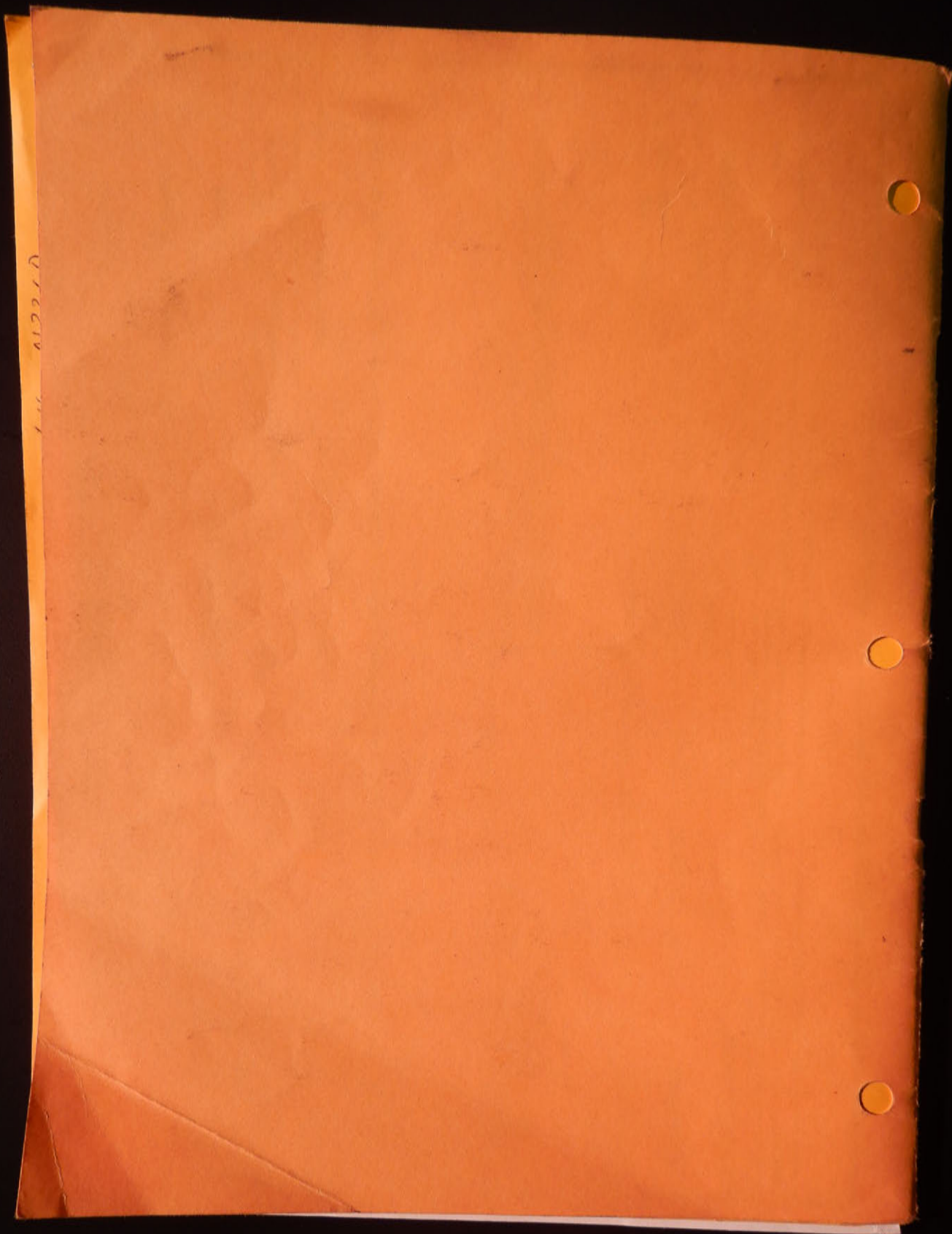
I certify that this Left Engine has been inspected in accordance with an Event 2/100 hour & Annual inspection following the Piper Cheyenne 100 hour inspection checklist in accordance with FAR 43, Appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for return to service.

END

Jason Matthews

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Right engine

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**ENGINE
MAINTENANCE
RECORDS**

ENGINE MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N42CV

Engine Manufacturer Pratt & Whitney

Model PT-6A-28

Serial No. PCE-52249

Date installed on aircraft 5/9/1980

Time Between Overhauls (TBO) 3600 Hours

If used on multi-engine aircraft:

☒ Right

☐ Left

☐ Front

☐ Rear



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CERTIFICATE OF COMPLIANCE

NOMENCLATURE: ENGINE ASSEMBLY		PART NUMBER: 3015000
P. O. NUMBER: -	SERIAL NUMBER: 52249	W. O. NUMBER: 26-06531
WORK REQUESTED: -OVERHAUL ENGINE. -INCORPORATE REQUESTED SERVICE BULLETINS -TEST FOR LEAKS AND PERFORMANCE.		
WORK CARRIED OUT: -OVERHAULED I.A.W. P&WC OVERHAUL MANUALS P/N 3013243R25 AND OTHER APPROVED DATA. -SEE MODIFICATION LOG IN LOG BOOK FOR SERVICE BULLETINS INCORPORATED THIS VISIT. -FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-01 -TESTED I.A.W. MANUFACTURER'S REQUIREMENTS.		
I CERTIFY THAT THE COMPONENT SPECIFIED BY THIS DOCUMENT HAS BEEN INSPECTED, AND TESTED AND CONFORMS TO THE SPECIFICATIONS RELEVANT THERETO IN ACCORDANCE WITH THE CONDITION OF THE PURCHASE ORDER. ATLANTIC TURBINES INTERNATIONAL INC. P.O. Box 150 Summerside, Prince Edward Island, Canada, C1N 4P6 AMO # 3-92 Tel: (902) 436-1333 Fax: (902) 436-0666 Stamp  Date: <u>MAY 19 2006</u> Authorized Inspector: <u>D. Gallant</u> Authorized Signature: 		

		Life Limited Parts Log Report		Atlantic Turbines International Inc. P.O. Box 150, Summerside, PEI Canada C1A4P6 AMO 3-92	
Engine Model PT6A-28		Order/Task 694/67	Maintenance Manual/Rev.: 3013242 REV 29	Date MAY 19 2006	Class 

GGs Serial No. 52249	TSN: 4124.60	CSN: 4125.0	WorkOrder: 26-06531	Workscope: O/H
PS Serial No. 52249	TSN: 4124.60	CSN: 4125.0	WorkOrder: 26-06531	Workscope: O/H

Description		Part Number	Serial Number	TSN	CSN
Comp. Hub 1st Stg.	REC	3013111	8D522	4124.6	4125
	INS	Same			
2nd Stg. Comp. Disk	REC	3013712	7D383	4124.6	4125
	INS	Same			
3rd Stg. Comp. Disk	REC	3011713	7D796	4124.6	4125
	INS	Same			
Centrifugal Impeller	REC	3013176	8A325	4124.6	4125
	INS	Same			
CT Disk	REC	3013411	7D176	4124.6	4125
	INS	Same			
PT Disk	REC	3022412	3E622	4124.6	4125
	INS	Same			

Remarks

For determination of accumulated and remaining life on these parts, refer to the engine Maintenance Manual or Service Bulletin, as applicable. This record must be kept with the engine/module logbook where these parts are installed.



PT6A MODIFICATION LOG

Eng Model	ENG ☒	Serial #	Work Order	Date	Revision	Inspection Stamp
PT6A-28	GGS ☐ PS ☐	52249	26-06531	MAY 19 2006	0	

Service Bulletins Incorporated This Visit

1248R2 1277R0 1282R2 1322R0 1325R1 1352R0 1354R3 1357R2 1377R3 1381R4 1387R0
1397R3 1404R7 1409R1 1421R4 1427R2 1431R1 1446R6 1474R0 1477R0 1508R0 1516R2
1564R3 1571R2 1591R2 1610R2 1637R1

Service Bulletins Found Embodied

1125 1129 1148 1167 1178 1216 1217 1220 1231 1242 1249 1258 1270
1287 1299 1300 1316 1323 1334 1348 1372 1379 1389 1391 1395 1396
1408 1410 1411 1416 1470 1544 1555 1558 1561

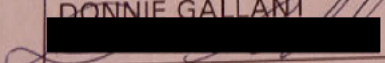
Notes



Airworthiness Directives PT6A

Engine Type: PT6A-28	Engine S/N: 52249	Build Spec:
W/O: 26-06531	Customer: STS	

Country	AD No.	Description	SB's	Status
USA	75-06-01	P.T. CONTAINMENT	1138 and 1220 and 1216	FOUND EMBODIED
USA	75-11-04	INSTALLATION OF CHIP DETECTOR		FOUND EMBODIED
USA	80-08-12	FUEL PUMP COUPLING	1316	FOUND EMBODIED
USA	90-12-05	ENGINE FAILURE		N/A TO ENGINE S/N
USA	92-15-11	P3 DELIVERY LINE (FILTER)		N/A TO A/C TYPE
USA	97-04-12	BOV	1538	COMPLIED WITH: BOV IS N/A
USA	2002-23-13	EXHAUST DUCT	1610	COMPLIED WITH THIS VISIT
CANADA	CF-78-03	2 nd STAGE PINION & PT BLADES	1217 and 1220 and 1248	FOUND EMBODIED
CANADA	CF-96-24	BOV	1538	COMPLIED WITH: BOV IS N/A
CANADA	CF2002-47	EXHAUST DUCT	1610	COMPLIED WITH THIS VISIT

Class 4 Inspector DONNIE GALLANT 	Stamp 	Date MAY 19 2006
--	--	---------------------

PT6A Accessories Record

Power Section		Serial No. 52249	W/O No.:26-06531		
Item No.	Item	Part No.	Serial No.	TSN	TSO
1	Propeller Gov.	8210-003U	1480235	N/K	0.0
2	Prop.Overspeed Gov	-			
3	Torque Limiter	-			
4	Autofeather Valve	-			
5	Tach. Generator	-			
6	Torque Transducer	-			

Gas Generator Section		Serial No. 52246	W/O No.:26-06531		
Item No.	Item	Part No.	Serial No.	TSN	TSO
1	Temp. Compensator	-			
2	Fuel Pump	025323-101-03	14011	N/K	565.0
3	Fuel Control	2524440-7-6	A66028	N/K	565.0
4	Oil to Fuel Heater	10552E	6448	N/K	0.0
5	Starting Control	25234-2	11739	N/K	0.0
6	Ignition Exciter	3014365	17609	N/K	N/K
7	Compressor Bleed	3100829-03	4B672	N/K	0.0
		-			
8	Flow Divider	-			
9	Thermostatic Bypass	-			
10	Fuel Surge Accum.	-			
11	Electronic Limiter	-			
12	Interface Valve	-			
13	Solenoid Valve	-			

Remarks:

Final Inspector D. GALLANT	Stamp 	Date MAY 19 2006
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				

		Atlantic Turbines International Inc. P.O. Box 150, Summerside, PEI Canada C1N 4P6		AMO No. 3-92 P (902) 436-1333 F (902) 888-2999	
Manufacturer P&WC		Module Description ENGINE ASSEMBLY		Model/Build Spec. PT6A-28	
Serial Number 52249					
TSN 4124.6	TSO 0.0	TSR N/A	TSHSI N/A	CSN 4125	CSO 0
CSR N/A	CSHSI N/A				
CT Vane 5.68	PT Vane 15.41	NG 36624		TS 1662	SFC 0.618

Remarks:

-OVERHAULED I.A.W. P&WC OVERHAUL MANUALS P/N 3013243R25 AND OTHER APPROVED DATA.

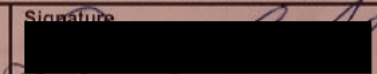
-CT DISK DIAMETER - 8.519

-FRONT COMPRESSOR STUBSHAFT REPAIRED I.A.W. CHROMALLOY DALLAS DER 02-CDAL 043-01

-TESTED I.A.W. MANUFACTURER'S REQUIREMENTS.

WARRANTY: ATLANTIC TOTAL ENGINE ASSURANCE.

This product has been Overhauled in accordance with the manufacturer's requirements and current Canadian Aviation Regulations. Pertinent details of the work performed are on file at this agency under work order 26-06531

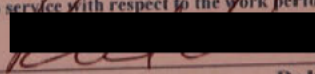
Authorized Inspector D. Gallant	Signature 	Stamp 	Date MAY 19 2006
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Q-Form 064 (2003-06-19)

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 4147.1
 Date: 5-24-06 Model: PT6A-28 S/N: 52249
 TSN: 4124.6 CSN: 4125 TSO: 0.0 CSO: 0

Installed overhauled engine in R/H position of N42CV per Mfgr. Maintenance Manual. All systems checked and adjusted to specifications. Serviced with BP2380 oil and satisfactory ground runs performed with no fluid leaks observed. See attached ATI overhaul forms for details.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.


Robert O'Connor
 Specialty Turbine Service

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				
DATE: 7/14/2014 HOBBS 5154.8				N42CV : PAJER PA 31T ; S/N 31T-8020067 Right Engine : MODEL : PT6A-28 ; S/N : PLE-52249 REMOVED + REPLACED motor Assy P/N 475-194 with overhauled unit P/N 475-194 S/N 16274 overhauled By George's Electrical service (see 8/30-3) Form. Operational & checks good. Aircraft is approved for return to service for work performed. Jhon Matthews [Redacted Signature] [Redacted Signature]
SUB-TOTALS this page				
TOTALS—Carry forward to next page				

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DATE

Date: 7/16/2016 N42CV

Make: PA-31T

S/N: 8020067

Hobbs: 5407.8

ACTT: 5407.8

Right Engine

Make: Pratt Whitney

Model: PT6A-28

S/N: PCE-52249

TTSN: 5407.8

SMOH: 4402.0

1260.7

Accomplished Event 1 & 2 inspection on RIGHT ENGINE accordance with PN 761-644 Cheyenne Piper Progressive Inspection 100 hour inspection checklist.

- Replaced fuel pump outlet filter, inspected fuel inlet screen, inspected / cleaned oil filter, inspected p3 filter, chip detector and nose case finger screen. All components removed were reinstalled with new O-rings using PT6 100 hour kit by Rapco. (oil screen & chip detector had no particle of any kind).
- Replaced right engine deice brushes, installed P/N 3E2011-1, 3E2011-2 3E2011-3, 758-436 per PA31T SM figure 14-11, 14-13 and 14-14. Replaced beta brush block, installed P/N CA3044 per P&W PT6A-28 MM 73-10-07
- Visual inspection of right engine, checked lines and linkage and igniters tested good.
- Lubed all control linkage & bell cranks.
- Serviced engine oil with two quart BP2380 oil.
- Performed engine adjustments per PA31T service manual section 8.
- Washed & ground ran engine, no leaks noted.
- AD's research through Rev. 2014-2016

I certify that this Right engine has been inspected in accordance with an Event 1 & 2 inspection following the Cheyenne Piper Progressive 100 hour inspection checklist I/A/W FAR43, appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for returned to service.

Jason Matthews

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5464.1

Date: 10-18-16 Model: PT6A-28 S/N: 52249

TSN: 5441.6 CSN: 5441 TSO: 1317.0 CSO: 1317

Removed fuel nozzles for clean and flow check.
Borescoped engine per Mfr. Maintenance manual. Hot section in normal condition for the time/cycles in service.
Reinstalled fuel nozzles with new seals and gaskets. Leak checked and performed acceptable ground runs.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.

Robert O Connor
Specialty Turbine Service

SUB-TOTALS this page

TOTALS—Carry forward to next page

Page No. _____

DATE: 1/30/2017 N42CV MAKE: PIPER MODEL: PA31T S/N: 8020067 HOBBS: 5508.7 ACTT: 5508.7
 RIGHT ENGINE MAKE: PRATT WHITNEY MODEL: PT6-28 S/N: PCE-52249 TTSN: 5508.7 SMOH: ~~1385.7~~ 1361.6
 Inspection 100 hour checklist in accordance with PN 761-644 Piper Cheyenne Progressive

- Accomplished an EVENT 1 Inspection on RIGHT ENGINE in accordance with PN 761-644 Piper Cheyenne Progressive Inspection 100 hour checklist.
- Visual inspection of right engine, checked lines & linkages and igniters tested good.
- Lubed all control linkage & bell cranks.
- Serviced engine oil as required.
- Washed & ground ran engine, no leaks noted
- AD's research thru Rev. 2016- 2017.

I certify that this RIGHT engine has been inspected in accordance with an EVENT 1 inspection following Piper Cheyenne Progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN 761-644 and was found to be in an AIRWORTHY condition and approved for returned to service.

Jason Matthews
 [Redacted Signature]

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5613.0
 Date: 8-3-17 Model: PT6A-28 S/N: 52249
 TSN: 5590.5 CSN: 5590 TSO: 1465.9 CSO: 1465

Borescoped engine per Mfr. Maintenance manual during fuel nozzle clean/flow. The hot section components are in normal condition for the time/cycles in service. The CTVR has an outer band crack that will be monitored for serviceability. The CT Blades have some leading edge tip erosion with minor segment rub.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date.

[Redacted Signature]
 Robert O'Connor
 Specialty Turbine Service

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
8/15/2017				N42CV Make: Piper Model: PA-31T S/N: 8020067 ACTT: 5610.9 Hobbs: 5610.9 Right Engine Make: Pratt Whitney Model: PT6-28 S/N: PCE-52249 TTSN: 5610.9 SMOH: 1463.8 - Accomplished an Event 1 & 2 inspection on Right Engine in accordance with PN 761-644 Piper Cheyenne Progressive inspection checklist & Piper MM & Pratt Whitney MM. - C/W 300 hr. fuel nozzles flow check; Removed & reinstalled exchanged fuel nozzles inspected by Heritage turbines, INC. Repaired Station # H1IR069Y (see 8130-3) work order # P7W PT6-135 (1) inlet adapter assy. P/N: 3106348-01 inspected, (10) repaired primary adapter assy. P/N: 3106347-01; (3) repaired secondary adapter assy. P/N: 3106346-01; (14) inspected sheath P/N: 301949. Installed with new seals & o-rings & safety. - Removed & replaced both igniters with new P/N: 10-390667-1. - Accomplished engine wash, ground ran & leak operational checked satisfactory. - AD's research through rev. 2016-2017 I certify that this Right Engine has been inspected in accordance Event 1 & 2 inspection following the Piper Cheyenne progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN 761-644 and was determined to be in an airworthy condition and approved for returned to service. [Redacted Signature] Jason Matthews
Piper Cheyenne II N42CV 31T-8020067 Hobbs: 5659.7 Date: 11-29-17 Model: PT6A-28 S/N: 52249 TSN: 5637.2 CSN: 5637 TSO: 1512.6 CSO: 1512 Installed a new garloc seal on the HP fuel pump pad. Reinstalled fuel pump with a new gasket and secured. Operational check performed and found normal with no leaks. The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with respect to the work performed on this date. [Redacted Signature] Robert O'Connor Specialty Turbine Service				

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE: 4/10/2018 N42CV MAKE: PIPER MODEL PA-31T S/N: 8020067 ACTT: 5713.6 HOBBS: 5713.6

DATE RIGHT ENGINE MAKE: PRATT WHITNEY MODEL: PT6-28 S/N: PCE-52249 TTSN: 5713.6 SMOH: 1566.5

- Accomplished an **Event 1 / 100 hour** inspection on **RIGHT ENGINE** in accordance with PN 761-644 Piper Cheyenne Progressive inspection checklist & Piper MM & Pratt Whitney MM.
- Visual inspection of right engine group
- Lubed all controls & rod-ends & linkages.
- Complied with 100 hour PT6-28 100 hour kit removed, cleaned, & inspected screens & reinstalled with new oring & filters. (Fuel, oil, hydraulic & chip detector).
- Drained oil & serviced engine with BP 2380 oil as required.
- Removed Right engine inlet duct assy. P/N: 50363-00 & P/N: 50363-00 S/N: 9708/8N10-1 repaired by FRIEND AIRCARE 325 AIRPORT ROAD WASHINGTON, PA. 15301-9082 WORK ORDER # 9708/8N10 (SEE 8130-3).
- Removed hydraulic pump P/N: 26802-8 model: 1213HBG-310A S/N: 0L9-0864 & reinstalled with new P/N: 1213HBG-310ACJ S/N: 1715 by (C J AVIATION, 12215 S. W., 131 AVE. MIAMI, FL.33186 WORK ORDER # 300724.(SEE 8130-3)
- Wash & ground ran engine operational & leak checks satisfactory.
- AD's research thru 2017-2018.

I certify that this **RIGHT ENGINE** has been inspected in accordance with an **Event 1 / 100 hour** inspection following the Piper Cheyenne Progressive 100 hour inspection checklist in accordance with FAR 43, appendix (d), PN761-644 and was found to be in an **AIRWORTHY** condition and approved for returned to service.

Jason Matthews

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 97.7

Date: 9-26-18 Model: PT6A-28 S/N: 52249

TSN: 5784.1 CSN: 5784 TSO: 1659.5 CSO: 1659

Performed a hot section inspection in accordance with the Mfr. M/M. Shipped hot section parts to Prime Turbines for repairs and LED/CC Liner to Unified Turbines for repair. Shipped FCU for inspection and repairs due to slow acceleration. Installed four overhauled T5 probes and reassembled hot section parts after repairs. Calibrated gages and rigged engine. Serviced engine with BP2380 oil and performed acceptable ground runs. No leaks detected after shutdown. See attached 8130 paperwork for details of repairs.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with serial number _____ signed on this date.

Robert O Connor
Specialty Turbine Service

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE: 9/28/2018 N42CV MAKE PIPER MODEL: PA-31T S/N: 8020067 ACTT: 5784.1 HOBBS: 97.7
RIGHT ENGINE MAKE: PRATT WHITNEY MODEL: PT6A-28 S/N: PCE 52249 TTSN: 5784.1 TSO: 1659.5 CSO: 1659

- ACCOMPLISHED AN EVENT 2 / 100 HOUR INSPECTION ON RIGHT ENGINE IN ACCORDANCE WITH PN 761-644 PIPER CHEYENNE PROGRESSIVE INSPECTION CHECKLIST & PIPER MM & PRATT WHITNEY PT6A-28 MM.
- VISUAL INSPECTION OF RIGHT ENGINE GROUP.
- LUBED ALL CONTROLS & PUSHRODS & LINKAGES.
- COMPLIED WITH 100 HOUR PT6-28 100 HOUR KIT. REMOVED & CLEANED & INSPECTED SCREENS & REINSTALLED WITH NEW O-RINGS & FILTERS. (FUEL, OIL, HYDRAULIC & CHIP DETECTOR).
- SERVICED OIL AS REQUIRED WITH BP2380 OIL.
- REMOVED & REPLACED RIGHT ENGINE AC SHAFT ASSY COMPRESSOR DRIVE QUILL WITH NEW P/N: 486-647 & NEW PULLEY P/N: 49201-002 & GASKET P/N: 50068-00 & WOODRUFF KEY P/N: 424-910.
- COMPLIED WITH 300 HR INSPECTION ON STARTER GENERATOR BY PRECISION AVIATION GROUP.
- WASHED & GROUND RAN ENGINE & OPERATIONAL & LEAK CHECKS SATISFACTORY.
- AD'S RESEARCH THRU 2017-2018.

I CERTIFY THAT THIS RIGHT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 2 / 100 HOUR INSPECTION FOLLOWING THE PIPER CHEYENNE PROGRESSIVE 100 HOUR INSPECTION CHECKLIST IN ACCORDANCE WITH FAR 43, APPENDIX (d), PN 761-644 AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION AND APPROVED FOR RETURN TO SERVICE.

END

JASON MATTHEWS

Piper Cheyenne II N42CV 31T-8020067 Hobbs: 153.0
Date: 2-5-19 Model: PT6A-28 S/N: 52249
TSN: 5839.4 CSN: 5839 TSO: 1714.8 CSO: 1714

Removed PT Stator for classing due to Ng performance limitations and shipped to P&WC Component Repairs. PT Stator was checked and adjusted to proper specifications. Reinstalled PT Stator and reassembled power section with new seals per Mfr. Maintenance manual. Serviced engine with BP2380 oil and performed acceptable ground runs. No leaks detected after shutdown. See 8130 form for PT Stator repair details.

The engine and/or component above was repaired and inspected in accordance with Federal Air Regulations and was approved for return to service with engine number [REDACTED] on this date.

Robert [REDACTED]
Specialty Turbine Service

SUB-TOTALS this page

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3. Form Tracking Number:

ASE CERTIFICATE

Page No.

Date: 6/1/2019 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACTT: 5894.6 HOBBS: 208.2
 Right Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE 52249 TTSN: 5894.6 TSO: 1770.0 CSO: 1769.5

DATE

- Accomplished **Event 1 / 100 hour inspection** on **Right engine** in accordance with PN 761-644 Piper Cheyenne inspection checklist & Piper MM & Pratt Whitney PT6A-28 MM.
- Visual inspection of right engine group.
- Lubed all control & pushrods & linkages.
- Complied with 100 hour PT6A-28 100 hour kit. Removed & cleaned & inspected screens & reinstalled with new o-rings & filters. (Fuel, oil, chip detector).
- Serviced left engine as required with BP2380 oil.
- Washed & ground ran & operation leak check satisfactory.

I certify that this **Right Engine** has been inspected in accordance with an **Event 1 / 100 hour inspection** following the Piper Cheyenne 100 hour inspection checklist in accordance FAR 43, Appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for return to service.

END

Jason Matthews

RIGHT ENGINE LOG

Date: 10/16/2019 N42CV Make: Piper Model: PA-31T S/N: 8020067 ACCT: 5954.6 Hobbs: 268.0
 Right Engine Make: Pratt Whitney Model: PT6A-28 S/N: PCE- 52249 TTSN: 5954.6 TSO: 1830.0 CSO: 1829.5

Accomplished **Event 2/100 hour & Annual inspection** on **Right Engine** in accordance with PN 761-644 Piper Cheyenne inspection checklist & Piper MM & Pratt Whitney PT6A-28 MM. Visual inspection of right engine group. Lubed all control & pushrods & linkages. Complied with 100 hour PT6A-28-100 hour kit. Removed & cleaned & inspected screens & reinstalled with new orings & filters. (Fuel, oil, chip detector). Serviced left engine as required with BP2380 oil. Washed & ground ran & operational leak check satisfactory. Complied with AD's 2017-2019.

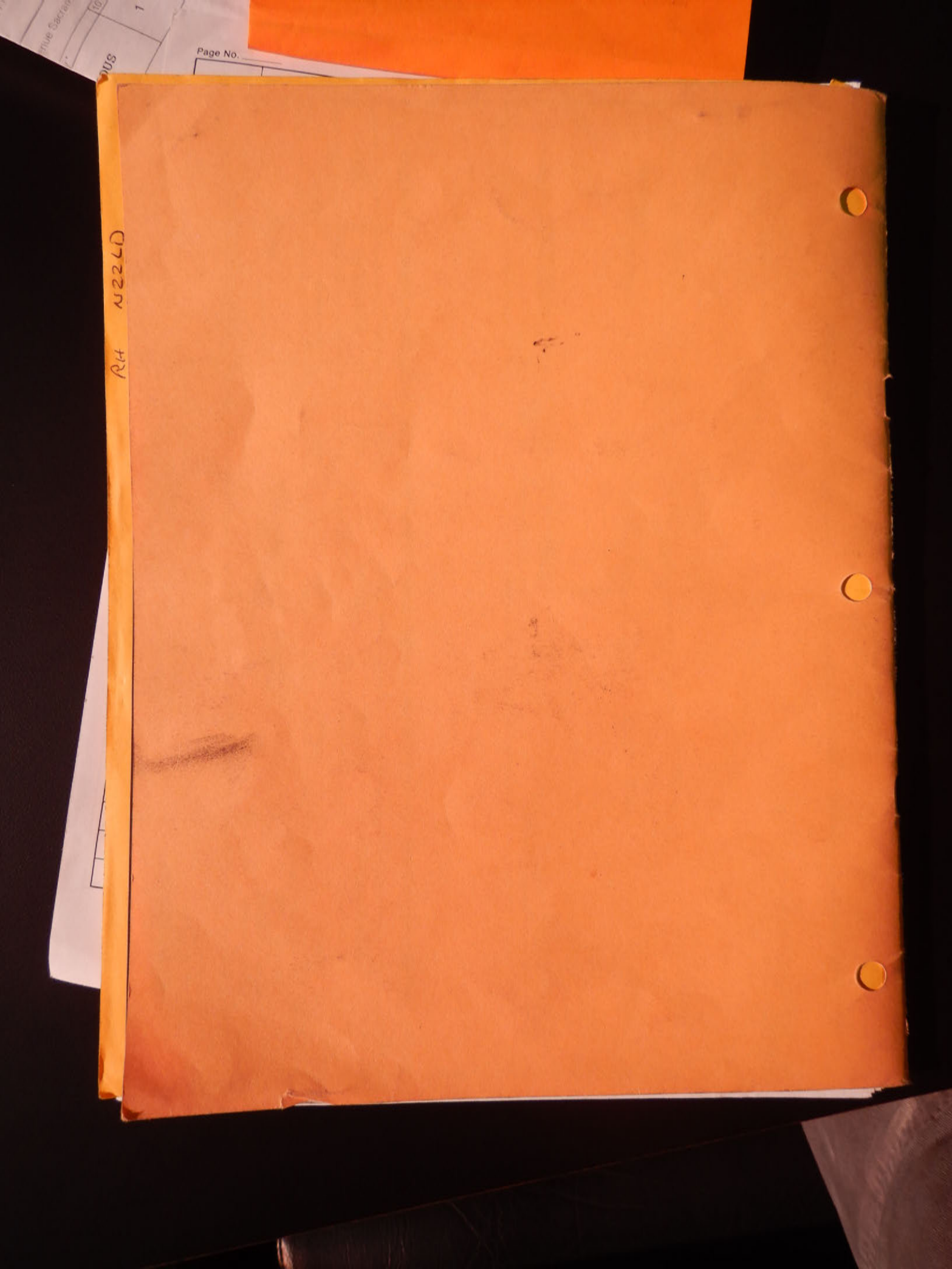
I certify that this **Right Engine** has been inspected in accordance with an **Event 2/100 hour & Annual inspection** following the Piper Cheyenne 100 hour inspection checklist in accordance with FAR 43, Appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for return to service.

END

Jason Matthews

SUB-TOTALS this page

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R4 N22LD

R4

LEFT PROP

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**PROPELLER
MAINTENANCE
RECORDS**



PROPELLER MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. N42CV

Propeller Manufacturer _____

Hub Model _____

Blade Design No. _____

Hub Serial No. _____

Blade Serial No's.

1. _____
2. _____
3. _____
4. _____

Pitch Range:

High _____ Low _____

Feather _____ Reverse _____

Governor Manufacturer _____

Model No. _____

Serial No. _____

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

- | | |
|--------------------------------|-------------------------------|
| ☐ Right | ☐ Left |
| ☐ Front | ☐ Rear |



(All applicable information must be filled in)

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED — SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				SUN AVIATION, INC. Vero Beach, FL (VRB) Date: 09/04/14 Left Prop Log Hobbs: 5162.6 Model: HC-E4N-3N Prop TT: 1368.7 SN: HH1971 Prop TSO: 686.7 Accomplished an Event I & II prop inspection IAW FAR 43, appendix "D", using the Piper PA31T Event I & II inspection report as a guide. Profiled prop. MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO# S001714 . A.D.'s researched through Rev. 2014-16 Signature: [Redacted] Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 [Redacted] DATE: 8/9/2015 N42CV PIPER PA 31T S/N: 31-8020067 HOBBS: 5290.9; ACTT: 5290.9 L/H PROP MAKE: HARTZELL; MODEL: HC-E4N-3N; S/N: HH1971; TTSN: 1496.7; SMOH: 814.7 PERFORMED AN EVENT 1 IN ACCORDANCE WITH PN761-644 CHEYENNE PIPER PROGRESSIVE 100 HOUR INSPECTION CHECKLIST. • INSPECTED, LUBRICATED AND DRESSED PROPELLER • AD RESEARCH THROUGH REVISION 2014-2016 I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 1 INSPECTION FOLLOWING THE INSPECTIONS AND PROCEDURES OF THE APPROVED INSPECTION PROGRAM OF THIS AIRCRAFT UNDER CFR PART 91.409(F) OPTION 3 AND DETERMINED TO BE IN AIRWORTHY CONDITION. End [Redacted] [Redacted] Jason Matthews [Redacted] DATE: 10/1/2015 N42CV Make: Piper Model: PA-31T S/N: 31-8020067 Hobbs: 5306.1 ACTT: 5306.1 Left Propeller Make: Hartzell ; Model: HC-E4N-3N S/N: HH19721 TTSN: 1511.9 SMOH: 829.9 Accomplished an Event II /100 hour inspection On Right PROPELLER in accordance with PN 761-644 Cheyenne Piper progressive inspection checklist IAW FAR 43, appendix (D), using the Piper PA31T Event II inspection report as a guide. Dressed blades. I certified that this Left PROPELLER has been inspected in accordance Event II inspection following the inspection and procedures of the Approved inspection program of this aircraft under CFR91.409(f) option and was found to be in an airworthy condition. End [Redacted] [Redacted] Jason Matthews [Redacted]
				SUB-TOTALS this page TOTALS-Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				JORDAN PROPELLER SERVICE, INC. 103 East Rhapsody San Antonio, Texas 78216 Certificated Repair Station No. EK2R797K PROPELLER S/N <u>HH1971</u> HAS BEEN <u>OVERHAULED</u> I/A/W <u>Hartzell Manuals 133C Rev. 32, 143A Rev. 18 & 159 Rev. 52,</u> <u>Shotpeened Blade Airfoils Per Manual 133C Rev. 32. C/W Service Bulletin 61-136R1</u> <u>and Service Letters 30-260R22, 61-177, 61-187R3, 61-217, 61-267, 61-282R1, 61-301,</u> <u>61-348 & 154.</u> PERTINENT DETAILS ON FILE UNDER ORDER NUMBER <u>17919</u> SIGNED <u>[REDACTED]</u> DATE <u>06-27-16</u> MECHANIC MAKING INSTALLATION ON A/C MUST C/W FAR 43.9
				Date: 6/28/2016 N42CV Make: Piper Model: PA-31T S/N: 8020067 Hobbs: 5407.8 ACTT: 5407.8 Left Propeller Make: Hartzell Model: HC-E4N-3N S/N: HH1971 TTSN: 1613.6 SMOH: 0.0 Accomplished Event 1 & 2 inspection on LEFT PROPELLER accordance with PN 761-644 Cheyenne Piper Progressive Inspection 100 hour inspection. Removed Left Propeller for 6 year overhaul done by Jordan Propeller Service., INC. CRS# EK2R797K WO# 17919 (see Logbook entry). Reinstalled Left Propeller I/A/W Hartzell & Piper Cheyenne maintenance manual after overhauled by Jordan Propeller Service INC. Accomplished an Event 1 & 2 on Left Propeller in accordance with PN 761-644 Cheyenne Piper Progressive 100 hour inspection checklist. AD's research through REV. 2014-2016. I certify that this Left Propeller has been inspected in accordance with an Event 1 & 2 inspection following the Cheyenne Piper Progressive 100 hour inspection checklist I/A/W FAR43, appendix (d), PN 761-644 and was found to be in an airworthy condition and approved for returned to service. <u>[REDACTED]</u> Jason Matthews
				Date: 1/30/2017 N42CV MAKE: PIPER MODEL: PA31-T S/N: 8020067 HOBBS: 5508.7 HR. LEFT PROPELLER MAKE: HARTZELL MODEL: HC-E4N-3N S/N: HH1971 TTSN: 1714.5 HR. SMOH: 100.9 HR. Accomplished Left Propeller Event 1 Progressive /100 hour inspection in accordance with PN 761-644 Piper Cheyenne Progressive inspection /100 inspection checklist. • AD'S research thru Rev. 2016- 2017. I certify that this Left propeller has been inspected in accordance with an EVENT 1 / 100 hour progressive inspection following the Piper Cheyenne Progressive inspection checklist in accordance with PN 761-644 and was found to be in an AIRWORTHY condition and approved for returned to service. <u>[REDACTED]</u> Jason Matthews
				Date: 8/15/2017 N42CV Make: Hartzell Model: HC-E4N-3N S/N: HH1971 TTSN: 1816.7 SMOH: 203.1 • Accomplished Left Propeller Event 1&2 Progressive /100hr. inspection in accordance with PN761-644 Piper Cheyenne Progressive inspection/ 100 hr. checklist • Ad's research thru rev. 2016-2017. I certify that this Left propeller has been inspected in accordance with an Event 1 & 2 progressive inspection following the Piper Cheyenne progressive inspection checklist in accordance with PN 761-644 and was determined to be in an airworthy condition and approved for returned to service. <u>[REDACTED]</u> Jason Matthews
				SUB-TOTALS this page TOTALS-Carry forward to next page

DATE

Date: 4/10/2018 N42CV MAKE: PIPER MODEL: PA31T S/N: 8020067 ACTT: 5713.6 HOBBS: 5713.6
 LEFT PROPELLER MAKE: HARTZELL MODEL: HC-E4N-3N S/N: HH1971 TTSN: 1919.4 SMOH: 305.8
 Performed an Event 1 / 100 hour inspection in accordance with PN 761-644 Piper Cheyenne Progressive Inspection 100 hour inspection checklist.

- Inspected & lubed & dressed propeller.
- Complied with AD's research thru 2017-2018.

I certify that this LEFT PROPELLER has been inspected in accordance with an Event 1 / 100 hour inspection following the inspection checklist & procedures of the approved inspection program of this aircraft under CFR Part 91.409(f) option 3 & was determined to be in an airworthy condition.

Jason Matthews

DATE: 9/26/2018 N42CV MAKE: PIPER MODEL: PA31T S/N: 8020067 ACTT: 5784.1 HOBBS: 97.7
 MAKE: HARTZELL MODEL: HC-E4N-3N S/N: HH1971 TTSN: 2016.7 SMOH: 402.0

PERFORMED AN EVENT 2 / 100 HOUR INSPECTION ON LEFT PROPELLER IN ACCORDANCE P/N: 761-644 PIPER CHEYENNE PROGRESSIVE INSPECTION 100 HOUR CHECKLIST.

- INSPECTED & LUBED & DRESSED PROPELLER.
- COMPLIED WITH AD'S RESEARCH THRU 2017-2018.

I CERTIFY THAT THIS LEFT PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 2/100 HOUR INSPECTION FOLLOWING THE INSPECTION CHECKLIST & PROCEDURES OF THE APPROVED INSPECTION OF THIS AIRCRAFT UNDER CFR PART 91.409(f) option 3 & WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

END

JASON MATTHEWS

ENGINE

PROPELLER

SUB-TOTALS this page

TOTALS-Carry forward to next page

ENGINE

PROPELLER

HARTZELL

LH

PROPELLER OWNER'S MANUAL



HARTZELL

PROPELLER LOGBOOK

PROPELLER MODEL HC-E4N-3N

PROPELLER S/N HH1971

LOGBOOK # 1

CH

INTRODUCTION

DESCRIPTION AND
OPERATION

INSTALLATION
AND REMOVAL

HARTZELL

PROPELLER MAINTENANCE RECORD

Position Left PITCH RANGE

LT

HARTZELL PROPELLER INC

INSPECTION

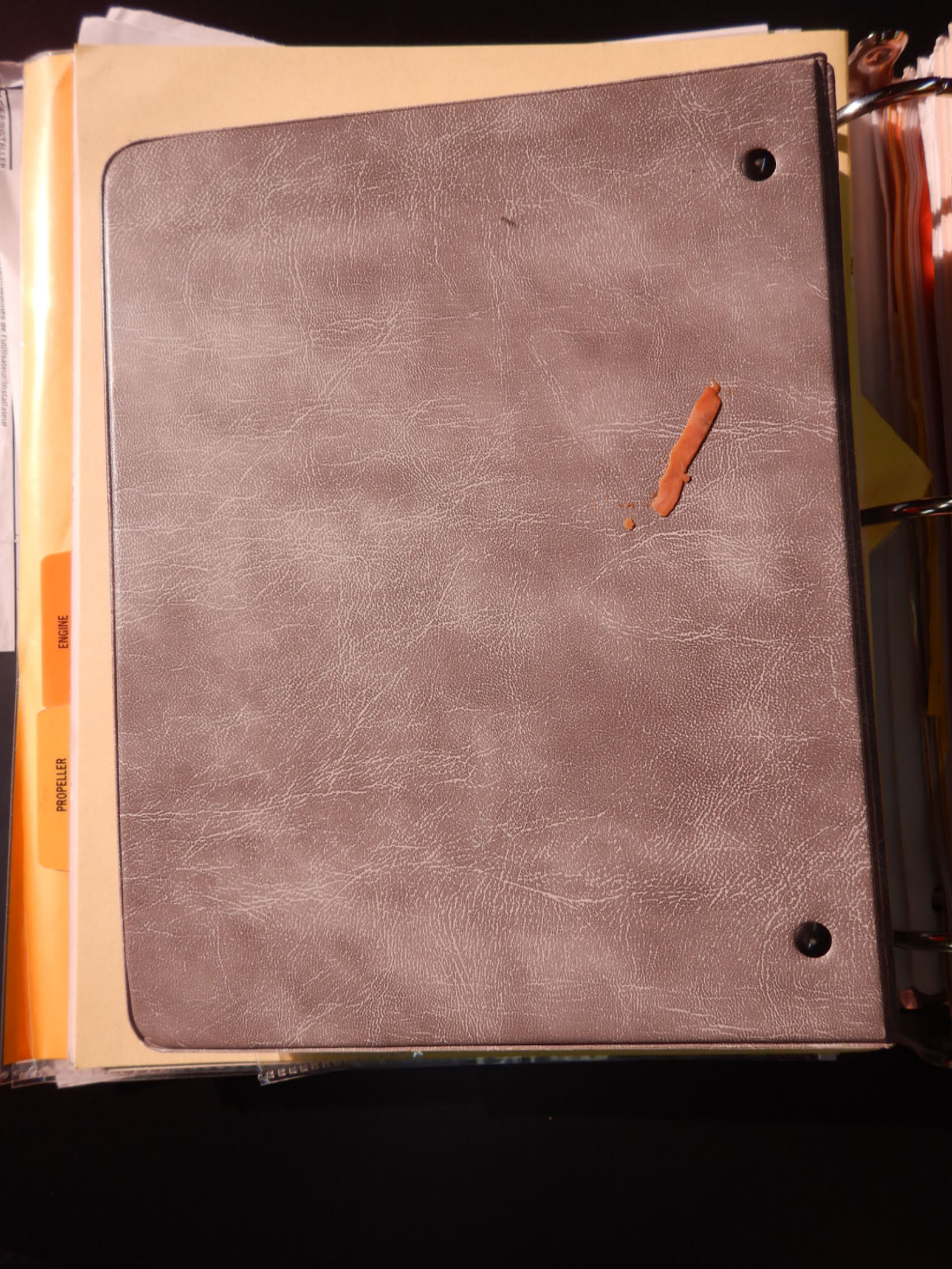
Part Number: E4N00133S
Date: 4/30/2004
Work Order # M895860

Model Number HC-E4N-3N/D8990SB									
Ass'y Ser No. HH1971		Hydr Unit No. NA		Bulkhead No. FH-022		Valve No. NA		Dome No.	
Blade 1 K03501		Blade 2 K02997		Blade 3 K02996		Blade 4 K03502		Blade 5 Blade 6	
Carton No.		Lbs.		Weight		Kilos		Height	
						Width		Length	
								Packing	
Comments: Deice Kit: 5E2729-1 I.D.S# 1784 8-4-03 20.5 L.P./S.L. @ 30" Radius Spinner Mounting Kit: NA									
Packing Certified By: [REDACTED] Date: 4/30/04									

TESTING AND
INSTALLATION
AND REMOVAL
DESCRIPTION AND
OPERATION
INTRODUCTION

RECORDS

Date	Propeller TSN TSO	A/C Hrs	Description of all operations pertaining to Airworthiness Directives, Service Documents, Overhaul, Major or Minor Repair, and Inspections.
N42CV	Left Prop	HC-E4N-3N/D8990SB s/n HH1971	ACFT 3793.9 Prop TT 00.0
 5410 OPERATIONS ROAD, MONROE, LA 71203 DATE 5-4-04 (318) 387-0222 Repair Station #HLWR727E			
Installed new Hartzell HC-E4N-3N 4 blade propeller s/n HH1971 and associated de-ice equipment at left position oper Aircraft Restoration Corporation STCSA01248SE. Ground run aircraft. Performed adjustments per instructions with STC and Piper PA-31T M/M. Installation accomplished in accordance with Aircraft Restorations Corporation Installation Instructions Report 158-4 b and AD 83-08-01 R1. The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. MONROE AIR CENTER, FAA APPROVED REPAIR STATION #HLWR727E MONROE REGIONAL AIRPORT, MONROE, LOUISIANA			
SIGNED _____	WO# 9725		



ENGINE

PROPELLER

RIGHT Prop

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**PROPELLER
MAINTENANCE
RECORDS**

DATE

TOTAL
TIME
IN
SERVICETOTAL
TIME
SINCE
OVERHAULTACH OR
RECORDING
METER
TIMEDESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

SUN AVIATION, INC. Vero Beach, FL (VRB)
 Date: 09/04/14 Right Prop Log
 Hobbs: 5162.6 Model: HC-E4N-3N
 Prop TT: 1368.7 SN: HH1972
 Prop TSO: 686.7

N42CV
 Aircraft SN: 31T-802006

Accomplished an Event I & II prop inspection IAW FAR 43, appendix "D", using the Piper PA31T Event I & II inspection report as a guide. Profiled prop.

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office, WO# S001714 . A.D.'s researched through Rev. 2014-16

Signature: [REDACTED]
 Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 [REDACTED]

DATE: 8/9/2015 N42CV PIPER PA 31T S/N: 31-8020067 HOBBS: 5290.9; ACTT: 5290.9
 R/H PROP MAKE: HARTZELL; MODEL: HC-E4N-3N; S/N: HH1972; TTSN: 1496.7; SMOH: 814.7
 PERFORMANCE AN EVENT 1 IN ACCORDANCE WITH PN761-644 CHEYENNE PIPER
 PROGRESSIVE 100 HOUR INSPECTION CHECKLIST.

- INSPECTED, LUBRICATED AND DRESSED PROPELLER
- AD RESEARCH THROUGH REVISION 2014-2016

I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH AN EVENT 1 INSPECTION FOLLOWING THE INSPECTIONS AND PROCEDURES OF THE APPROVED INSPECTION PROGRAM OF THIS AIRCRAFT UNDER CFR PART 91.409(F) OPTION 3 AND DETERMINED TO BE IN AIRWORTHY CONDITION.

End

[REDACTED]
 Jason Matthews
 [REDACTED]

Date: 10/1/2015 N42CV Make: Piper Model: PA-31T S/N: 31-8020067 Hobbs: 5306.1 ACTT: 5306.1
 Right Propeller Make: Hartzell; Model: HC-E4N-3N S/N: HH1972 TTSN: 1511.9 SMOH: 829.9
 Accomplished an Event II /100 hour inspection On Right PROPELLER in accordance with PN 761-644 Cheyenne
 Piper progressive inspection checklist IAW FAR 43, appendix (D), using the Piper PA31T Event II inspection
 report as a guide. Dressed blades.

I certified that this RIGHT PROPELLER has been inspected in accordance Event II inspection following the inspection and procedures of the Approved inspection program of this aircraft under CFR91.409(f) option and was found to be in an airworthy condition.

End

[REDACTED]
 Jason Matthews
 [REDACTED]

2CV MAKE
DOEL HC-EAN
2 / 100 HOUR
IN 100 HOUR
LIBED & DRES
TH AD'S RESE
HT PROPELLE
TION CHECKL
S DETERMINE

1. Approving Civil Aviation Authority / Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 17919-1	
4. Organization Name and Address: JORDAN PROPELLER SERVICE, INC. 103 East Rhapsody - San Antonio, Texas 78216				5. Work Order/Contract/Invoice No. N42CV	
6. Item: One	7. Description: Propeller	8. Part Number: HC-E4N-3N	9. Quantity: 1 ea.	10. Serial Number: HH1972	11. Status / Work: Newly Overhauled
12. Remarks: Shotpeened Blade Airfoils Per Manual 133C Rev. 32 and Overhauled Propellers 1/A/W Hartzell Manuals 133C Rev. 32, 143A Rev. 18 & 159 Rev. 52. Blade Dwg. No. D8990SK Serial No.'s K02998, K02994, K02992, K02993. c/w Service Bulletin 61-136R1 and Service Letters 30-260R22, 61-177, 61-187R3, 61-217, 61-267, 61-282R1, 61-301, 61-348 & 154.					
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		14c. Approval/Certificate No.: EK2R797K	
13b. Authorized Signature:		13c. Approval/Authorization No.:		14d. Name (Typed or Printed): Gary C. Jordan	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy): 00/00/00		14e. Date (dd/mm/yyyy): 27/Jun/2016	
User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

NSN: 0052-00-012-9005

FAA Form 8130-3 (02-14)

I certify that this **Right propeller** has been inspected in accordance with an **Event 1 & 2** progressive inspection following the Piper Cheyenne progressive inspection checklist in accordance with PN 761-644 and was determined to be in an airworthy condition and approved for return to service.

USER/INSTALLER
This certificate does not automatically constitute authority to install the item(s).
Le document ne constitue pas forcément l'autorisation d'installer l'item(s)

ENGINE

PROPELLER

JORDAN PROPELLER SERVICE, INC.
 103 East Rhapsody San Antonio, Texas 78216
 Certificated Repair Station No. EK2R797K

PROPELLER S/N HH1972 HAS BEEN OVERHAULED
 I/A/W Hartzell Manuals 133C Rev. 32, 143A Rev. 18 & 159 Rev. 52.
Shotpeened Blade Airfoils Per Manual 133C Rev. 32. C/W Service Bulletin 61-136R1
and Service Letters 30-260R22, 61-177, 61-187R3, 61-217, 61-267, 61-282R1, 61-301,
61-348 & 154.

PERTINENT DETAILS ON FILE UNDER WORK ORDER NUMBER 17919-1
 SIGNED [Signature] DATE 06-27-16

MECHANIC MAKING INSTALLATION ON A/C MUST C/W FAR 43.9

Date: 6/28/2016 N42CV Make: Piper Model: PA-31T S/N: 8020067 Hobbs: 5407.8 ACTT: 5407.8
 Right Propeller Make: Hartzell Model: HC-E4N-3N S/N: HH1972 TTSN: 1613.6 SMOH: 0.0
 Accomplished Event 1 & 2 inspection on **RIGHT PROPELLER** accordance with PN 761-644 Cheyenne Piper Progressive Inspection
 100 hour inspection.
 Removed **Right** Propeller for 6 year overhaul done by Jordan Propeller Service, INC. **CRS# EK2R797K WO# 17919** (see Logbook
 entry). Reinstalled **Right** Propeller I/A/W Hartzell & Piper Cheyenne maintenance manual after **overhauled** by Jordan Propeller
 Service INC. Accomplished an **Event 1 & 2** on **Right** Propeller in accordance with PN 761-644 Cheyenne Piper Progressive 100
 hour inspection checklist. AD's research through REV. 2014-2016.

I certify that this **Right** Propeller has been inspected in accordance with an **Event 1 & 2** inspection following the Cheyenne
 Piper Progressive 100 hour inspection checklist I/A/W FAR43, appendix (d), PN 761-644 and was found to be in an airworthy
 condition and approved for returned to service.

[Signature]
 Jason Matthews

Date: 1/30/2017 N42CV MAKE: PIPER MODEL: PA31-T S/N: 8020067 HOBBS: 5508.7 HR.
RIGHT PROPELLER MAKE: HARTZELL MODEL: HC-E4N-3N S/N: HH1972 TTSN: 1714.5 HR. SMOH: 100.9 HR.
 Accomplished **RIGHT Propeller Event 1 Progressive /100 hour** inspection in accordance with PN 761-644 Piper Cheyenne
 Progressive inspection /100 inspection checklist.

- AD'S research thru Rev. 2016- 2017.

I certify that this **RIGHT propeller** has been inspected in accordance with an **EVENT 1 / 100 hour progressive inspection**
 following the Piper Cheyenne Progressive inspection checklist in accordance with PN 761-644 and was found to be in an
AIRWORTHY condition and approved for returned to service.

[Signature]
 Jason Matthews

Date: 8/15/2017 N42CV Make: Hartzell Model: HC-E4N-3N S/N: HH1972 TTSN: 1916.2 SMOH: 203.1
 • Accomplished **Right Propeller Event 1&2 Progressive /100hr.** inspection in accordance with PN761-644 Piper
 Cheyenne Progressive inspection/ 100 hr. checklist
 • Ad's research thru rev. 2016-2017.

I certify that this **Right propeller** has been inspected in accordance with an **Event 1 & 2** progressive inspection following the
 Piper Cheyenne progressive inspection checklist in accordance with PN 761-644 and was determined to be in an airworthy
 condition and approved for returned to service.

[Signature]
 Jason Matthews

SUB-TOTALS this page

TOTALS-Carry forward to next page

TOTALS-Carry forward to next page

INSTALLER
The user must not automatically conclude authority to install or remove the engine from the aircraft.
The user must not perform work in accordance with regulations of an aviation authority different than the aviation authority specified in the aircraft's maintenance manual.
The user must not perform work in accordance with regulations of an aviation authority different than the aviation authority specified in the aircraft's maintenance manual.

ENGINE

PROPELLER

1. Approving Civil Aviation Authority / Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 17919	
4. Organization Name and Address: JORDAN PROPELLER SERVICE, INC. 103 East Rhapsody - San Antonio, Texas 78216				5. Work Order/Contract/Invoice No. N42CV	
6. Item: One	7. Description: Propeller	8. Part Number: HC-E4N-3N	9. Quantity: 1 ea.	10. Serial Number: HH1971	11. Status / Work: Newly Overhauled
12. Remarks: Shotpeened Blade Airfoils Per Manual 133C Rev. 32 and Overhauled Propellers I/A/W Hartzell Manuals 133C Rev. 32, 143A Rev. 18 & 159 Rev. 52. Blade Dwg. No. D8990SK Serial No.'s K03501, K02997, K02996, K03502. c/w Service Bulletin 61-136R1 and Service Letters 30-260R22, 61-177, 61-187R3, 61-217, 61-267, 61-282R1, 61-301, 61-348 & 154.					
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12. 14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.					
13b. Authorized Signature:		13c. Approval/Authorization No.:		14c. Approval/Certificate No.:	
				EK2R797K	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14e. Date (dd/mm/yyyy):	
		00/00/00		27/Jun/2016	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

FAA Airworthiness Directive Compliance Record

P.O. Box 1700 Vero Beach, FL 32960-1700
772.562.9257

Report Produced By: Sun Aviation, Inc.

Content Revision: 8/8/2014			File ID: N42CV 31T 9-2014			Aircraft Registration: N42CV		
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By		
Manufacturer	Category	Model	Part #:					
Piper Aircraft, Inc.	Airframe	PA-31T	Serial #: 31T-8020067					
72-26-02 1/1/1972	Superseded by 75-16-02	8/19/2014	Superseded	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			
75-16-02 7/29/1975	TO PREVENT POSSIBLE HAZARDS IN FLIGHT ASSOCIATED WITH RESTRICTED RUDDER TRAVEL DUE TO RUDDER NOSE GEAR, CONTD.	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			
75-26-18 2/9/1976	Superseded by 96-24-13	8/19/2014		Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			
76-03-01 2/9/1976	Superseded by 2001-06-01	8/19/2014		Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			
76-04-11 3/5/1976	TO PREVENT POSSIBLE HAZARDS IN FLIGHT ASSOCIATED WITH LOOSE BOLTS WHICH ATTACH THE CONTROL SHAFT COLLAR TO THE, CONTD.	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			
76-10-06 5/21/1976	Superseded by 82-08-06	8/19/2014		Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
ⓈATP	ⓈATP			ⓈATP	Signature:			

④ATP

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FAA Airworthiness Directive Compliance Record

P.O. Box 1700 Vero Beach, FL 32960-1700
772.562.9257

Report Produced By: Sun Aviation, Inc.

Content Revision: 8/8/2014		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
Manufacturer Category			Part #:		
Piper Aircraft, Inc. Airframe			Serial #: 31T-8020067		
76-18-06 9/10/1976 ©ATP	TO PREVENT POSSIBLE HAZARDS IN FLIGHT ASSOCIATED WITH CRACKS IN THE ELEVATOR AND ELEVATOR TAB SUPPORT STRUCTURE ©ATP	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
77-08-02 11/15/1977 ©ATP	TO AVOID AN ELECTRICAL SHORT BETWEEN THE PILOT/COPILOT MICROPHONE AND PHONE JACK RELAY AND MOUNTING BRACKET ©ATP	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
78-02-01 5/9/1979 ©ATP	TO PRECLUDE POSSIBLE FAILURE OF THE MAIN LANDING GEAR ACTUATING CYLINDER ROD END BEARING ASSEMBLIES ©ATP	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
78-08-12 4/26/1978 ©ATP	TO PROVIDE ADDITIONAL INFORMATION ON FLAP SYSTEM OPERATION ©ATP	8/19/2014	N/A per Aircraft Flight Manual.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
78-12-06 5/9/1979 ©ATP	TO DETECT CRACKS IN THE NOSE LANDING GEAR WHEEL ©ATP	8/19/2014	N/A per SN.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
78-13-06 6/29/1978 ©ATP	TO DETECT CRACKS IN THE MAIN LANDING GEAR WHEEL BRAKES ©ATP	8/19/2014	N/A per PN.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker

©ATP

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FAA Airworthiness Directive Compliance Record

P.O. Box 1700 Vero Beach, FL 32960-1700 772.562.9257		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV		Report Produced By: Sun Aviation, Inc.	
Content Revision: 8/8/2014	FAA AD Number Effective Date	Description	Complied Date Time	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer		Category	Model	Part #: Serial #: 31T-8020067			
Piper Aircraft, Inc.	79-12-02 7/2/1979	TO PREVENT THE POSSIBLE RESTRICTION OF ELEVATOR SURFACE TRAVEL	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	
79-14-02 7/6/1979	TO AVOID POSSIBLE SEPARATION OF THE CONTROL WHEEL CONTROL SHAFT STUD FROM THE CONTROL SHAFT TUBE DUE TO, CONTD.	8/19/2014	N/A per SN.	Once			1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	
79-19-09 9/25/1979	TO PREVENT POSSIBLE HAZARDS IN FLIGHT CAUSED BY A SHORTING OF THE ELECTROLUMINESCENT PANEL INVERTERS CREATING, CONTD.	8/19/2014	N/A per SN.	Once			1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	
80-01-08 1/4/1980	TO PRECLUDE THE NECESSITY OF INFLIGHT ENGINE SHUTDOWN DUE TO OIL LOSS CAUSED BY LEAKAGE OF THE OIL COOLER, CONTD.	8/19/2014	N/A per SN.	Once			1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	
80-02-15 1/29/1980	Superseded by 2001-06-01	8/19/2014		Once			1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	
80-11-06 5/28/1980	Superseded by 2012-10-09	8/19/2014		Once			1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP		©ATP			©ATP	Signature:	

©ATP

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FAA Airworthiness Directive Compliance Record

P.O. Box 1700 Vero Beach, FL 32960-1700				Report Produced By: Sun Aviation, Inc.			
Content Revision: 8/8/2014		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV			
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By	
Manufacturer Piper Aircraft, Inc.							
Category Airframe							
Model PA-31T							
Part #: Serial #: 31T-8020067							
80-14-08 7/7/1980 @ATP	TO PREVENT UNDESIRABLE HIGH ALTITUDE (ABOVE 20,000 FEET) LONGITUDINAL DYNAMIC STABILITY (PHUGOID) CHARACTERISTICS @ATP	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
80-25-05 2/12/1981 @ATP	TO PREVENT FAILURE OF THE VOLTAGE REGULATOR WHICH CAN RESULT IN COMPLETE ELECTRICAL FAILURE @ATP	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
80-26-05 12/19/1980 @ATP	Superseded by 2000-25-01 @ATP	8/19/2014		Recur		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
81-01-01 2/27/1981 @ATP	TO PREVENT LOSS OF THE PROPELLER AND INTAKE LIP DEICING FUNCTIONS @ATP	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
81-11-03 5/22/1981 @ATP	Superseded by 82-08-06 @ATP	8/19/2014		Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
81-23-06 11/16/1981 @ATP	TO PREVENT POSSIBLE HAZARDS IN FLIGHT ASSOCIATED WITH CRACKS IN THE OUTBOARD FLAP TRACK, ATTACHMENT ANGLES, CONTD. @ATP	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker	
@ATP							

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P.O. Box 1700 Vero Beach, FL 32960-1700 772.562.9257		Report Produced By: Sun Aviation, Inc.			
Content Revision: 8/8/2014		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Piper Aircraft, Inc.					
Category Airframe					
Model PA-31T					
Part #: Serial #: 31T-8020067					
82-08-06 R1 8/25/1982	Superseded by 82-27-13	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
82-11-04 6/3/1982	TO PREVENT POSSIBLE STICKING OF THE EMERGENCY EXIT WINDOW	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
82-27-13 R2 8/18/1983	TO PREVENT LOSS OF CONTROL DUE TO FLAP ASYMMETRIC CONDITIONS CAUSED BY FAILURE OF THE FLAP EXTENSION SYSTEM	8/19/2014	N/A per SN.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
84-08-06 5/9/1984	Superseded by 96-10-13	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
85-08-05 5/20/1985	TO PRECLUDE THE LOSS OF THE MAIN AND NOSE LANDING GEAR	7/13/2006 4154.5 hrs	P/CW	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
86-17-07 9/2/1986	Superseded by 96-21-04	8/19/2014		Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
©ATP					

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Report Produced By: Sun Aviation, Inc.

Content Revision: 8/8/2014		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Piper Aircraft, Inc.					
Category Airframe					
Model PA-31T					
Part #: Serial #: 31T-8020067					
88-05-05 4/4/1988	Superseded by 96-10-14	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP TO PREVENT IMPROPER CONNECTION OF THE AILERON CONTROL SYSTEMS, WHICH COULD RESULT IN LOSS OF LATERAL, CONTD.			©ATP	Signature:
92-27-05 1/29/1993	©ATP TO PREVENT IMPROPER CONNECTION OF THE AILERON CONTROL SYSTEMS, WHICH COULD RESULT IN LOSS OF LATERAL, CONTD.	11/29/2000 3098.5 hrs.	P/CW	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP TO PREVENT ELEVATOR CONTROL PROBLEMS, WHICH COULD LEAD TO LOSS OF CONTROL OF THE AIRPLANE	11/22/1994 2589.0 hrs.	P/CW	Once	Signature:
93-24-02 R1 2/15/1994	Superseded by 96-21-11	8/19/2014		Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP TO PREVENT STRUCTURAL FAILURE OF THE HORIZONTAL STABILIZER & THE AFT FUSELAGE ATTACHMENT CAUSED BY CRACKS IN THE, CONTD.	7/1/1996 2761.0 hrs.	P/CW Kits installed.	Once	Signature:
96-10-13 6/27/1996	©ATP TO PREVENT THE MLG FROM RETRACTING BECAUSE OF A CRACKED MLG FORWARD SIDE BRACE, WHICH, IF NOT, CONTD.	7/1/1996 2761.0 hrs.	P/CW per SB845A Part II side braces replaced.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			Once	Signature:
93-25-08 2/11/1994	Superseded by 96-21-11	8/19/2014		Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			Once	Signature:
96-10-13 6/27/1996	©ATP TO PREVENT STRUCTURAL FAILURE OF THE HORIZONTAL STABILIZER & THE AFT FUSELAGE ATTACHMENT CAUSED BY CRACKS IN THE, CONTD.	7/1/1996 2761.0 hrs.	P/CW Kits installed.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			Once	Signature:
96-10-14 6/27/1996	©ATP TO PREVENT THE MLG FROM RETRACTING BECAUSE OF A CRACKED MLG FORWARD SIDE BRACE, WHICH, IF NOT, CONTD.	7/1/1996 2761.0 hrs.	P/CW per SB845A Part II side braces replaced.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			Once	Signature:

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Report Produced By: Sun Aviation, Inc.

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
96-21-03 12/10/1996 ©ATP	TO PREVENT STRUCTURAL FAILURE OF THE ALERON CAUSED BY CRACKS IN THE AREA OF THE INBOARD ALERON HINGE, CONTD. ©ATP	4/11/1995 2673.5 hrs.	P/C/W per SB 967 new hinges installed.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
96-21-04 12/10/1996 ©ATP	TO PREVENT HYDRAULIC HOSE FAILURE WHICH COULD CAUSE LOSS OF HYDRAULIC CAPABILITIES RESULTING IN A GEAR-UP, CONTD. ©ATP	4/11/1995 2673.5 hrs.	P/C/W per SB822.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
96-21-11 12/16/1996 ©ATP	TO PREVENT THE MAIN LANDING GEAR (MLG) FROM EXTENDING, WHILE THE AIRPLANE IS, CONTD. ©ATP	8/3/1990 2333.6 hrs.	P/C/W per SB 923.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
96-24-13 1/17/1997 ©ATP	TO PREVENT THE LANDING GEAR SELECTOR CABLE FORWARD ATTACHMENT PIN ASSEMBLY FROM BECOMING SEPARATED FROM, CONTD. ©ATP	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
97-26-12 1/28/1998 ©ATP	TO PREVENT LOSS OF AIRPLANE CONTROL OR ENGINE OVERSPEED WITH CONSEQUENT LOSS OF ENGINE POWER CAUSED BY THE, CONTD. ©ATP	7/13/2006 4154.5 hrs.	P/C/W	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
99-14-01 8/17/1999 ©ATP	To minimize the potential hazards associated with operating the airplane in severe icing conditions, contd. ©ATP	8/16/1999 3021.5 hrs.	P/C/W	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
Manufacturer Piper Aircraft, Inc.					
Category Airframe					
Model PA-31T					
2000-06-06 5/5/2000	To activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is, contd.	5/19/2000 3078.6	P/C/W	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2000-25-01 1/19/2001	To detect and correct cracked main landing gear (MLG) inboard door hinge assemblies	1/11/2010 4370.6 hrs.	P/C/W new hinges installed.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2001-06-01 5/8/2001	To detect and correct damage to the elevator structure	10/23/1992 2527.5 hrs.	P/C/W per SB897A.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2003-24-07 2/9/2004	To detect & correct corrosion in the rudder torque tube assembly & rudder rib, which could result in failure, contd.	8/19/2014 5162.6 hrs.	P/C/W per SB1105. Torque Tube/Rib kit installed. Inspect each annual.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2009-13-06 R1 11/3/2011	To establish life limits for safety-critical nose baggage door components, replace those safety-critical nose, contd.	11/11/2010 4370.6 hrs.	P/C/W Part I New lock assembly installed. Due each 1000 hrs.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP		Part II inspection/lubrication due each 100 hrs. C/W this inspection. 5162.6 hrs. Next due 5262.6 hrs.	©ATP	Signature:

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
2012-10-09 6/29/2012	To detect and correct error on the Data Plate	8/19/2014	N/A per SN.	Once	
©ATP	©ATP			©ATP	
Manufacturer Piper Aircraft, Inc.		Category Airframe		Model PA-31T	
Part #:		Serial #:		31T-8020067	
1. Sun Aviation, Inc.		1. Sun Aviation, Inc.		1. Facility	
2. FAA Limited Repair Station		2. FAA Limited Repair Station		2. Cert. Type	
3. ECWR470D		3. ECWR470D		3. Cert. Num.	
4. Kevin Riecker		4. Kevin Riecker		4. Author. By	
Signature:		Signature:		Signature:	

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FAA AD Number Effective Date	Description	Complied Date Time	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By		
Manufacturer	Category	Model	Part #: Left Serial #: PCE-52244					
Pratt & Whitney Canada	Engine	PT6A-28(U.S.)						
69-23-06 11/15/1969 ©ATP	TO PREVENT DISENGAGEMENT OF THE FUEL PUMP INPUT COUPLING FROM THE ENGINE GEARBOX ©ATP	8/19/2014	N/A per SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
75-06-01 R4 4/1/1977 ©ATP	TO ENSURE THE EARLY DETECTION OF REDUCTION GEARBOX DETERIORATION WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP	8/19/2014	N/A per date.	Recur	Signature:	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
75-11-04 5/20/1975 ©ATP	TO AID THE EARLY DETECTION AND THEREBY PREVENTION OF PT6A OR PT6B ENGINE DISTRESS, CONTD. ©ATP	8/19/2014	N/A per date.	Recur	Signature:	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
80-08-12 4/18/1980 ©ATP	TO PRECLUDE WEAR OF THE FUEL PUMP DRIVE COUPLING SPLINES WHICH RESULTS IN AN ENGINE FLAMEOUT CONDITION ©ATP	5/19/2006 4124.6 hrs.	P/C/W per SB1316.	Recur	N/A	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
90-12-05 5/30/1990 ©ATP	TO PREVENT THE DEVELOPMENT OF AN UNSAFE CONDITION WHICH COULD RESULT IN AN UNCONTAINED ENGINE FAILURE ©ATP	8/19/2014	N/A per SN.	Once	Signature:	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
92-15-11 8/17/1992 ©ATP	TO PREVENT EXCESSIVE ENGINE ACCELERATION TIME THAT COULD RESULT IN AN AIRCRAFT'S INABILITY TO SAFELY, CONTD. ©ATP	8/19/2014	N/A per type.	Once	Signature:	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		
				©ATP	Signature:	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker		

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
97-04-12 3/14/1997 @ATP	TO PREVENT ENGINE POWER REDUCTION DUE TO MALFUNCTION OF THE COMPRESSOR BOV, WHICH COULD RESULT IN A FORCED, CONTD.	8/19/2014	N/A single engine only.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
2002-23-13 12/31/2002 @ATP	To prevent failure of the turbine exhaust duct due to cracking that could result in possible separation of, contd.	5/19/2006 4124.6 hrs.	P/C/W at overhaul.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
2011-20-51 11/1/2011 @ATP	To prevent failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, contd.	8/19/2014	N/A per no service to gearbox.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
2011-25-12 12/28/2011 @ATP	To prevent failure of the sun gear, which will result in an engine in-flight shut down, possible uncontained, contd.	8/19/2014	N/A per date.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
2014-11-05 8/5/2014 @ATP	To prevent uncontained engine failure and damage to the airplane	8/19/2014	N/A per model SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker

@ATP

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Pratt & Whitney Canada					
Category Engine					
Model PT6A-28(U.S.)					
69-23-06 11/15/1969	TO PREVENT DISENGAGEMENT OF THE FUEL PUMP INPUT COUPLING FROM THE ENGINE GEARBOX	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
75-06-01 R4 4/1/1977	TO ENSURE THE EARLY DETECTION OF REDUCTION GEARBOX DETERIORATION WHICH COULD RESULT IN AN ENGINE FAILURE	8/19/2014	N/A per date.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
75-11-04 5/20/1975	TO AID THE EARLY DETECTION AND THEREBY PREVENTION OF PT6A OR PT6B ENGINE DISTRESS, CONTD.	8/19/2014	N/A per date.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
80-08-12 4/18/1980	TO PRECLUDE WEAR OF THE FUEL PUMP DRIVE COUPLING SPLINES WHICH RESULTS IN AN ENGINE FLAMEOUT CONDITION	5/19/2006 4124.6 hrs.	P/C/W per SB 1316	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
90-12-05 5/30/1990	TO PREVENT THE DEVELOPMENT OF AN UNSAFE CONDITION WHICH COULD RESULT IN AN UNCONTAINED ENGINE FAILURE	8/19/2014	N/A per SN.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
92-15-11 8/17/1992	TO PREVENT EXCESSIVE ENGINE ACCELERATION TIME THAT COULD RESULT IN AN AIRCRAFT'S INABILITY TO SAFELY, CONTD.	8/19/2014	N/A per type.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
Signature:					
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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By						
Manufacturer	Category	Model	Part #: Right Serial #: PCE-52249									
Pratt & Whitney Canada	Engine	PT6A-28(U.S.)										
97-04-12 3/14/1997 ©ATP	TO PREVENT ENGINE POWER REDUCTION DUE TO MALFUNCTION OF THE COMPRESSOR BOV, WHICH COULD RESULT IN A FORCED, CONTD.	8/19/2014	N/A single engine only.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker						
2002-23-13 12/31/2002 ©ATP	To prevent failure of the turbine exhaust duct due to cracking that could result in possible separation of, contd.	5/19/2006 4124.6 hrs.	P/C/W at overhaul.	Recur	N/A	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker						
2011-20-51 11/1/2011 ©ATP	To prevent failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, contd.	8/19/2014	N/A per no service to gearbox.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker						
2011-25-12 12/28/2011 ©ATP	To prevent failure of the sun gear, which will result in an engine in-flight shut down, possible uncontained, contd.	8/19/2014	N/A per date.	Recur	N/A	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker						
2014-11-05 8/5/2014 ©ATP	To prevent uncontained engine failure and damage to the airplane	8/19/2014	N/A per model SN.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker						
©ATP	©ATP			©ATP								

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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Hartzell Propeller	Category Propeller	Model HC-E4N-3N			Part #: Left Serial #: HH1971	
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	8/19/2014	N/A no service by Southern Cal Prop.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:	
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	8/19/2014	N/A no service by Oxford Aviation.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:	
Manufacturer Hartzell Propeller	Category Propeller	Model HC-E4N-3N			Part #: Right Serial #: HH1972	
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	8/19/2014	N/A no service by Southern Cal Prop.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:	
2006-24-07 1/3/2007	To detect potentially unsafe conditions that could result in a propeller blade separating from the hub,contd.	8/19/2014	N/A no service by Oxford Aviation.	Once		1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
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FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By					
Manufacturer Kelly Aerospace	Category Heaters	Model B3040 Heater	Part #: Serial #: 1801812		
80-09-10 5/8/1980	Superseded by 82-07-03	8/19/2014		Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
82-07-03 5/6/1982	Superseded by 96-20-07	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
96-20-07 11/14/1996	Superseded by 2004-21-05	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2001-08-01 5/10/2001	Superseded by 2001-17-13	8/19/2014		Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2001-17-13 9/11/2001	Superseded by 2004-25-16	8/19/2014		Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
©ATP	©ATP			©ATP	Signature:
2004-21-05 11/19/2004	To prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters,comtd.	9/12/2013 169.0 heater hobbs.	P/C/W Heater decay and air pressure test.	Recur	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
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				©ATP	Signature:

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Content Revision: 8/8/2014		File ID: N42CV 31T 9-2014		Aircraft Registration: N42CV	
FAA AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time
1. Facility 2. Cert. Type 3. Cert. Num. 4. Author, By					
Manufacturer Kelly Aerospace	Category Heaters	Model B3040 Heater	Part #: Serial #: 1801812		
2004-25-16 R1 6/20/2005	To prevent failure of the fuel regulator shutoff valve, which could result in fuel leakage in aircraft with these,contd.	8/19/2014 5162.6 Hrs.	C/W visual inspection per Kelly SB A-107A.	Recur	5262.6 hrs 9/2015
©ATP	©ATP			©ATP	Signature: 1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
Manufacturer Garmin International	Category Appliance	Model GNS 430	Part #: Serial #:		
2001-23-17 12/28/2001	To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd.	8/19/2014	N/A per software installed.	Once	1. Sun Aviation, Inc. 2. FAA Limited Repair Station 3. ECWR470D 4. Kevin Riecker
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Book #1

AIRCRAFT LOG

PIPER AIRCRAFT CORPORATION

General Offices at
Lock Haven, Pennsylvania
U. S. A.

301CH
N837W

Aircraft
Registration Number

Part No. 230 715

N79JS

AIRCRAFT LOG



Tested in compliance with Appendix E, Part 43, F.A.A. Regulations.

35000 ft.