

DAVE COMPO

N8347P

March 5 2020

TACH 4844.27

C/W AD 94-13-10 High shear rivet inspection due again 4944.27.

C/W AD 77-13-21 (b) Shock cords replaced due again 3/31/2023 or 5344.27.

C/W AD 77-13-21 (a) Landing gear manual extension inspection due again 5844.27

C/W AD 75-12-06 Fin forward spar inspection due again 4944.27

C/W AD 76-07-12R1 Ops check ignition switches Due again 4944.27

Serviced and cleaned battery, checked all lights, Inspected ELT IAW FAR 91.207D and replaced battery BP1010 with new – due again 04/22. Re-sealed left toe brake master cylinder, Replaced right brake linings and checked left side. Cleaned and repacked all wheel bearings. Swung and greased gear, serviced tires and struts as needed. Replaced prop governor cable assembly with new from McFarlane Aviation MC455-252. Inspected lubed and ops checked flight controls.

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

Gregory Keenan A&P [REDACTED] IA

N8437P

March 5, 2020

TACH/TT 4844.27 SMOH 1734.27

C/W AD 2015-19-07 Inspected fuel injector fuel lines due again 4954.27

Drained oil, changed and inspected oil filter, installed new CH48110-1 oil filter. Replaced air filter BA3. Clean, gapped, and rotated spark plugs. Refilled with 12qts of 15w50 Aeroshell oil.

Compressions #1-79/80 #2-45/80 #3-75/80 #4-77/80 #5-75/80 #6-76/80

Found #2 cylinder exhaust valve burned, removed for repair by Michigan Aviation see 8130-3 ref work order# 6707. Reinstalled repaired cylinder – new compression shows 76/80. Replaced prop governor cable assembly with new from McFarlane Aviation MC455-252. Inspected, lubed, and ops checked all engine controls. Run up produced no leaks and engine operated normally.

I certify that this engine has been inspected IAW an Annual Inspection and was determined to be in airworthy condition.

Gregory Keenan A&P [REDACTED] IA



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 Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U. S. C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N8347P	Serial No. 24-3604	
	Make PIPER	Model PA-24-250	Series
2. Owner	Name (As shown on registration certificate) AIRCOM LLC	Address (As shown on registration certificate) NOVI, MI 48375 USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME		(As described in Item 1 above)	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address PREFERRED AVIONICS & INSTRUMENTS LLC 3679 Bowen Road Howell, MI 48855 USA	B. Kind of Agency	
	☐ U. S. Certificated Mechanic	☐ Manufacturer
	☐ Foreign Certificated Mechanic	C. Certificate No.
	☒ Certificated Repair Station	YPCR724X - RADIO 1, 2, 3 LIM A/F - INST 1, 2, 3, 4
	☐ Certificated 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 CHRISTOPHER HOWARD 23-December-2019
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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

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

Certificate or Designation No. YPCR724X	Signature/Date of Authorized Individual CHRISTOPHER HOWARD 23-December-2019
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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.)

USA N8347P

Dec-23-2019

Nationality and Registration Mark

Date

REMOVED EQUIPMENT:

-ALT.DIGITIZER
-KX 155
-GX 50 GPS
-KT 76A
-GA56 ANTENNA

INSTALLED EQUIPMENT:

-A30.9 ENCODER
-GTN 650
-GTX 345
-GA35 ANTENNA

The equipment was installed using: Garmin GTX 345 STC Part 23 Install Manual P/N: 190-00734-10 Rev. 13 dated Sept 2019, Garmin GTN 6XX/7XX AML STC Install Manual P/N: 190-01007-A3 Rev. 13 dated May 2019, FAA AC43.13 1B Chapters 11, 12 and 43.13 2B Chapters 3 current FARs. The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR part § 91.22.

Customer will weight aircraft no current Weight & Balance Provided.

A complete functional test was performed in accordance with manufacturers installation manuals: Garmin GTX 345 STC Part 23 Install Manual P/N: 190-00734-10 Rev. 13 dated Sept 2019, and Garmin GTN 6XX/7XX AML STC Install Manual P/N: 190-01007-A3 Rev. 13 dated May 2019. The equipment performed satisfactorily and did not adversely effect existing components or systems in the aircraft.

AFMS GTX 3X5 Transponders with ADS-B 190-00734-15 Rev. 4 dated SEPT 9, 2019 and Garmin GTN 60 AFMS P/N: 190-01007-A2 Rev. 8 dated 8/23/2018 were given to the operator.

Garmin GTX 345 Pilots Guide P/N: 190-01499-00 Rev.F dated OCT. 2018 and Garmin GTN 725/750 Cockpit Reference Guide P/N: 190-01004-03 Rev.P were given to customer and must remain available to aircraft operator.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

To insure the system accuracy, all equipment listed above must be checked in accordance with the latest revision manufacturers installation manual following repair or alteration to any part of the system. GTX 3X5 ADS-B MM/ICA 190-00734-11 Rev. 7 September 2019, and Garmin GTN 6XX/7XX Part 23 AML STC MM with ICAW P/N: 190-01007-A1 Rev. 11 dated Aug. 2018 or later versions must be added to the maintenance program.

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☐ ADDITIONAL SHEETS ARE ATTACHED

**** ITEM # 7416-1 INSTALL NEW GARMIN GTN 650 **** DISCREPANCY: INSTALL NEW GARMIN GTN 650
ACTION: Installed a new GTN 650 in place of the KX 155 and GX 50. Installed in accordance with the
manufacturers latest Installation Manual and Preferred Avionics & Instruments Drawing
#8347P-12/2019 dated 03/DEC/2019. System ramp tested to manufacturers specifications.

**** ITEM # 7416-2 INSTALL GARMIN GTX 345 STANDARD **** DISCREPANCY: INSTALL GARMIN GTX 345
STANDARD
ACTION: Installed a new GTX 345 in accordance with manufactruers Instlalation Manual and Preferred
Avionics Drawing #8347P 12/2019, dated 03/DEC?2019. System ramp tested to manufacturers
specifications. The ATC transponder was tested and inspected on the above date and found to comply
with 91.413 Part 43. Appendix F. Automatic altitude reporting equipment was tested and calibrated on
the above date in compliance of 91.411 Part 43. Appendix E, Paragraph (C) to 20 K Ft. The
installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR part §
91.227.

*****NO CURRENT WEIGHT AND BALANCE PROVIDED CUSTOMER WILL WEIGHT AIRCRAFT*****

Signed _____ Date _____

**** ITEM # 7333-1 T/S POWER LOSS **** DISCREPANCY: T/S POWER LOSS

ACTION: Customer reported that when Transmitting on Comm 2, the display will momentarily blank out, and the ADF display will also momentarily blank out. Ramp test system and confirmed complaint. Noted that when TX on Comm 1, ADF will momentarily blank out as well. (Comm 1 display is ok). Suspect possible low power issue with Avionics Buss. Customer replaced battery with new. T/S system and found that with new battery and Ground Power Supply hooked up, the units will not fail. When ground power is removed, the problem returns. Checked avionics master circuit breaker and found ok. Checked individual circuit breakers and found not labelled properly. Tested avionics master switch box and found excessive voltage drop across unit. Bypassed unit and found Display Blanking issue resolved. Advised customer of findings and recommend removing avionics master switch box. Customer would like to have issue resolved when avionics upgrade is performed. Final ramp test system and verified proper operation with ground power unit. No further action taken.

**** ITEM # 7333-2 IFR Cert **** DISCREPANCY: IFR Cert Part#: 5934P-3 Serial#: 388994

ACTION: The static system has an excessive leak. See task 3 for t/s and repair. The ATC transponder was tested and inspected on the above date and found to comply with 91.413 Part 43. Appendix F. Automatic altitude reporting equipment was tested and calibrated on the above date in compliance of 91.411 Part 43. Appendix E, Paragraph (C) to 20 K Ft. I certify that the altimeter and static system tests required by FAR 91.411 have been performed. The altimeter was tested on 02/27/2019 By Preferred Avionics and Instruments to 20 K Ft.

**** ITEM # 7333-3 T/S Static Leak **** DISCREPANCY: T/S Static Leak

ACTION: Found excessive static leak during IFR Cert. Troubleshoot system and found 2 causes for leak. VSI and Blind Encoder both have an excessive leak. Removed both items for t/s and repair.

Found VSI outer case is cracked - see task 4 for repair. Encoder was found to have a loose fitting. Tightened fitting and reinstalled - tested and found ok. Overhauled VSI was installed on task 4 - tested and found ok. Performed final leak check of static system and found ok. See task 2 for certification sign off.

**** ITEM # 7333-4 T/S VSI **** DISCREPANCY: T/S VSI

ACTION: Customer reported that VSI is not working correctly. Tested system during IFR cert and verified complaint. Removed VSI when it was also determined that unit has an excessive amount of static leak. Inspected unit and found the outer case is cracked. Installed overhauled unit and ramp test VSI - verified proper operation. Static system test ok. See task 2 for certification of static system sign off.

p/n off: 7000
s/n off: H1284

p/n on: 7000
s/n on: 1D788

Signed YPCR724X RANDALL WELLER

Date