

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
 ENGINEERING CORP. Spokane, WA 99212 Fax Repair Station RN0R650X/EASA.145.6339				
Aircraft: N 963MA Serial #: 4636453 Total Time: 1197.6 Hobbs: 1197.6 Work Order #: REC-2019-07				
THIS AIRCRAFT HAS BEEN MODIFIED BY THE ADDITION OF JETPROP STC ST00541SE, IAW THE MANUFACTURER'S INSTRUCTIONS. THE JETPROP STC MODIFICATION INCLUDED THE PT6A-35 ENGINE, MT PROPELLER, LARGE HEADER TANK, ELECTRONICS INTERNATIONAL ENGINE INSTRUMENTS, SIX PLACE PORTABLE OXYGEN SYSTEM, VENTED OUTBOARD FUEL CAPS, GLARE SHIELD FANS, HEAT BYPASS SYSTEM, SEE 337 WITH RECORDS. A WEIGHT AND BALANCE HAS BEEN PERFORMED AND ENTERED INTO THE JETPROP FLIGHT MANUAL SUPPLEMENT. GROUND RUN UP WAS SATISFACTORY. ENGINE AND PROPELLER COMBINATION HAS BEEN DYNAMICALLY BALANCED.				
NOTE: <u>THE NOSE GEAR TIRE INSTALLED IS JETPROP PART # 560-04-112. ONLY THIS TIRE IS APPROVED FOR USE ON JETPROPS</u>				
IAW WITH THE JETPROP STC, ST00541SE, THE NEW FUSELAGE FATIGUE LIFE LIMIT IS 9250.3 AND THE NEW WING FATIGUE LIFE LIMIT IS 13422.6.				
I certify the aircraft identified above was altered and inspected in accordance with current regulations of the FAA and is approved for return to service. Pertinent details are on file at this repair station under work order REC-2019-07				
Date: 02-11-20		Authorized Signature: Chris G. Hansen		Certificate #:

Form Rec-25

and Remarks


ENGINEERING CORP.

Spokane, WA 99212

Fax

Repair Station RN0R650X/EASA.145.6339

Aircraft: N 963MA

1. ANNUAL SHEET.
2. STATUS OF
 - A. 2 YR/5
 - B. 5 YEAR
 - C. 7 YR/2
 - D. 400 hr
 - E. 1000hr
 - F. O2 BO
 - G. VACU
 - H. VACU
 - I. NLG
 - REPLAC
 - REPLAC
3. COMPL
 - A. SB
 - B. SB
 - C. SB
4. INSPEC
5. ALL A
6. ALL JE

I certify
Details
Date: 02-11-20

Registration No. _____

and Remarks

Signature

Certificate No.

Repair Station RN0R650X/EASA.145.6339

ENGINEERING CORP.

Spokane, WA 99212

Fax

Aircraft: N 963MA

Model : PA46-350P

Serial #: 4636453

Total Time: 1197.6

Hobbs: 1197.6

Work Order #: REC-2019-07

1. AN ANNUAL/100hr. INSPECTION WAS COMPLETED ON THIS DATE IN ACCORDANCE WITH THE ROCKET ENGINEERING ANNUAL INSPECTION WORK SHEET.
2. STATUS OF SPECIAL INSPECTIONS:
 - A. 2 YR/500 FUEL TANK INSPECTION. C/W NEXT DUE: Feb. 2022 / HM 1697.6
 - B. 5 YEAR CORROSION CONTROL INSPECTION C/W. NEXT DUE: Feb. 2025
 - C. 7 YR/2000 HOUR INTERIOR REMOVAL/CORROSION INSPECTION C/W- NO DEFECTS NOTED. NEXT DUE: Feb. 2027 / HM 3197.6
 - D. 400 hr VACUUM CHECK VALVE TEST/DEICE VALVE CLEANING C/W. NEXT DUE: HM 1597.6
 - E. 1000hr FLAP TRACK INSPECTION. C/W NEXT DUE: 2197.6
 - F. O2 BOTTLE HYDROSTATIC TEST. NEXT DUE: Aug. 2024
 - G. VACUUM SYSTEM FILTER NEW. NEXT DUE: HM 1697.6 or pump replacement
 - H. VACUUM PUMP NEW. NEXT DUE: 1697.6
 - I. NLG DOWN-SPRING NEW. RECOMMENDED REPLACEMENT: Feb. 2022
3. COMPLIED WITH THE FOLLOWING PIPER SERVICE BULLETINS:
 - A. SB 1048 CONTROL CABLES
 - B. SB 1208 LIGHTNING DIVERter
 - C. SB 1237 STATIC DISCHARGER
4. INSPECTED ELT IAW PIPER MM 761-876 CHAP. 25-60-00 PARA. C (2) A THRU I. ELT PASSED INSPECTION. BATTERY DUE: Nov. 2020
5. ALL AD's COMPLIED WITH AT THIS TIME SEE COMPLIANCE REPORT WITH RECORDS.
6. ALL JETPROP SERVICE INFORMATION LETTERS TO 14-560-02 COMPLIED WITH.

I certify that the aircraft identified above was inspected in accordance with current regulations of the FAA and is approved for return to service. Details are on file at this repair station under work order REC-2019-07

Date: 02-12-20

Authorized Signature: William W. McLain

Certificate #:

Form Rec-25

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Brought Forward →				
[REDACTED] TESTED [REDACTED]MENTS OF [REDACTED] 1-20 DARWIN C. CONRAD, DERT [REDACTED]				

Repair Station RN0R650X/EASA.145.6339

ENGINEERING CORP. [REDACTED] Spokane, WA 99212 [REDACTED] Fax [REDACTED]

Aircraft: N963MA Serial #: 4636453 Total Time: 1199.6 Hobbs: 1199.6 Work Order #: REC-2019-07

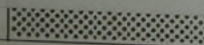
TIGHTENED CLAMP ON RIGHT PITOT TUBE. ADJUSTED SQUAT SWITCH ON THROTTLE IAW JETPROP SPECIFICATIONS

I certify the aircraft identified above was repaired in accordance with current regulations of FAA.
Details are on file at this repair station under work order REC-2019-07

Date: 02-18-20 Authorized Signature: Stephen Sample Certificate#: [REDACTED]

Form Rec-25

Total To
Carry Forward



and Remarks

I cer
91.4
ft.

#1
#2
ST
#1
#2

#

S

M

Registration No. _____

and Remarks

Signature

Certificate No.



WESTERN AVIATION

[REDACTED] Spokane, WA 99212
Phone [REDACTED]

N963MA
PIPER AIRCRAFT INC PA 46-350P
S/N: 4636453

HOBBS: 1197.6
TACH:
ACTT:

DATE: 02/03/2020
W/O: 116

AVIONICS LOG ENTRY

I certify that the following altimeters, static system, transponder, and altitude reporting system test required by 14 CFR 91.411, and 91.413 have been performed and found to be within limits of 14 CFR 43 App E, and App F. Tested to 30,000 ft.

- #1 ENCODING ALTIMETER MODEL # EX5000 SN M08140224
- #2 ENCODING ALTIMETER MODEL # EX5000 SN 25597465
- STBY/#3 ALTIMETER MODEL # Aerosonic SN 173448
- #1 TRANSPONDER MODEL # GTX 345 SN 3EG022991
- #2 TRANSPONDER MODEL # 330ES SN 34121673

- #1 PITOT STATIC SYSTEM FT/MIN 83
- #2 PITOT STATIC SYSTEM FT/MIN 15

See form WA #101 for further details.

Maintenance Release

The work listed above was performed in accordance with current FARs and manuals and is approved for return to service.
Pertinent details of the repair are on file at this repair station under the above work order.

SIGNED

FAA APPROVED REPAIR STATION GG6R560N

Maintenance

339

2019-07

Form Rec-25



**DUNCAN
AVIATION**

AIRCRAFT LOG

Date

Aircraft Time

Recorder
Reading

**DUNCAN
AVIATION**



Brought
Forward

Duncan Aviation Inc.

Kansas City, MO 64116

Phone

Fax

CRS# JQ02194F

ACTT: 1312.6

N963MA

PA-46-350P

S/N 4636453

Tested and inspected the left and right static systems in accordance with Title 14 CFR Part 91.411 paragraph (a)(2).

Found leak in standby static system caused by loose poly flow elbow fitting behind right side standby static port. Removed elbow fitting and applied fresh thread tape and reinstalled elbow fitting into aircraft. Performed static leak check on standby static system and found system to leak 26ft at 2000 feet, which is within tolerance. Tested primary static system and found with a 10ft leak at 2000 feet.

The Static Pressure System Test required by Title 14 CFR Part 91.411 (a)(2) has been performed and found to comply with Title 14 CFR Part 43, paragraph (a), Appendix E. tested and inspected the static pressure system, altimeter system, and automatic pressure altitude reporting system in accordance Title 14 CFR Part 91.411 and ATC transponder tests and inspections in accordance with 14 CFR Part 91.413 and found to comply with Title 14 CFR Part 43, Appendices E and F.

The above described repair or maintenance is approved for return to service. Pertinent details of this repair/maintenance are on file at this repair station under Work Order # 7ZJAA.

Signed

for Duncan Aviation

CRS# JQ02194F

Christopher Busch

10 Mar 2021

MEAD
KANSAS CITY

Aircraft log entry

N963MA PA46-35

Inspected aircraft p
repacked wheel bea
switch. Installed ne
Installed new LH br
Normal and emerg
on top of both flap
motor. Re-installed

91.207 ELT inspect

battery. C/W Pipe
aileron cable gui
lubrication. Next
noted, next insp
NID in 100 hrs. e
engine run-up a

I certify that this
airworthy condit



[REDACTED] OLATHE, KS 66062 [REDACTED]

Aircraft log entry 4-9-2021 Airframe log entry

N963MA PA46-350P S/N 4636453 HM and TT 1312.6 hrs

Inspected aircraft per MAS Jetprop inspection guide. Performed ICA special inspections. Lubricated controls and repacked wheel bearings. Adjusted nose steering roller clearance. Installed new down hydraulic pump pressure switch. Installed new LH and RH brake linings and brake discs. Installed new RH nose wheel bearing cup and cone. Installed new LH brake shim. Installed new emergency nose gear down spring. Performed gear retraction checks. Normal and emergency operations are satisfactory. Installed new RH lightening diverter strip. Installed chafe tape on top of both flaps. Installed new LH outboard static wick. Installed new brushes and bearings in de-fog blower motor. Re-installed Radar RT P/N ART2000 S/N 12157 after repair by Mid Continent W/O 200987293. C/W **FAR 91.207 ELT inspection**. Operations are satisfactory. Performed 1 year EPS battery capacity checks. Installed new EPS battery. C/W **Piper SB 1338** Main gear actuator attachment inspection. No defects noted. C/W **Piper SB 1327** aileron cable guide tube insp. and mod. Installed kit per instructions. C/W **Piper SL 1131** aileron sector lubrication. Next lubrication is due every year. C/W **Piper SL 1135** cable and pulley inspection. No defects noted, next inspection is in one year. C/W **Piper SB 1183** elevator plate rivet inspection. No defects noted. NID in 100 hrs. C/W **Piper SL 1286** Nose steering components inspection. No defects noted. Performed engine run-up and functional checks, operations are satisfactory

I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition. Kevin Mead [REDACTED] IA [REDACTED]

Tested and Inspected Altimeter/ Air Data Computer
PN: Acrosmic 16450-1147 SN: 173448
to 30,000 ft as required by FAR 91.411 and was found
to c/w FAR 43 Appendix E.

Work complied with on WO# 325

Signed [Redacted] Date 4/21/22

GABC Avionics
CRS# 2MAR183C

[Redacted]
Memphis, TN 38116

Form MA-19 Rev:ORG Date:02/19/2019

Tested and Inspected Altimeter/ Air Data Computer N963MH
PN: EXP5000 PFD#1 SN: 1109402224
to 30,000 ft as required by FAR 91.411 and was found
to c/w FAR 43 Appendix E.

Work complied with on WO# 325

Signed [Redacted] Date 4/21/22

GABC Avionics
CRS# 2MAR183C

[Redacted]
Memphis, TN 38116

Form MA-19 Rev:ORG Date:02/19/2019

Tested and Inspected Altimeter/ Air Data Computer
PN: EXP5000 PFD#2 SN: 255 97465
to 30,000 ft as required by FAR 91.411 and was found
to c/w FAR 43 Appendix E.

Work complied with on WO# 325

Signed [Redacted] Date 4/21/22

GABC Avionics
CRS# 2MAR183C

[Redacted]
Memphis, TN 38116

Form MA-19 Rev:ORG Date:02/19/2019

AIRCRAFT LOG

#1

Tested and Inspected Transponder

PN: 6TX 345

SN: 3E62291

The ATC transponder has been tested and inspected and found
to comply appendix F of part 43. In accordance with CFR 91.413

Work complied with on

CRS# 2MAR183C

Memphis, TN 38116

Form MA-19

Rev:ORG

Date:02/19/2019

tenance

#1

Tested and Inspected Transponder

N963MA

PN: GTX 345 SN: 3EG22991

The ATC transponder has been tested and inspected and found to comply appendix F of part 43. In accordance with CFR 91.413

Work complied with on

WO# 325

Signed

Date 4/21/22

GABC Avionics
CRS# 2MAR183C

Memphis, TN 38118

Form MA-20

Rev:ORG

Date:4/26/2019

#2

Tested and Inspected Transponder

PN: GTX 330ES SN: 84121673

The ATC transponder has been tested and inspected and found to comply appendix F of part 43. In accordance with CFR 91.413

Work complied with on

WO# 325

Signed

Date 4/21/22

GABC Avionics
CRS# 2MAR183C

Memphis, TN 38118

Form MA-20

Rev:ORG

Date:4/26/2019

Registration No.

ture

Certificate No.

AIRCRAFT LOG

Date #1 PFD Aircraft Time N963MA

ALTIMETER SCALE CORRECTION CARD

STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.	STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.
-1000	20	1100			
0	20	0			
500	20	500			
1,000	20	1100			
1,500	25	1500			
2,000	30	2000			
3,000	30	3000			
4,000	35	4000			
6,000	40	6000			
8,000	60	8000			
10,000	80	10000			
12,000	90	12000			
14,000	100	14000			
16,000	110	16000			
18,000	120	18000			
20,000	130	20000			
22,000	140	22000			
25,000	155	25000			
30,000	180	30000			
35,000	205				
40,000	230				
41,000	235				
43,000	245				
45,000	265				
50,000	280				

This Altimeter/Air data Component, P/N EXP5000 S/N MO 940224 has been tested to 30,000 feet and meets the requirements of FAR Part 91.411 and FAR Part 43, Appendix E.

DATE: 4/21/22

TESTED BY: [REDACTED]

INSPECTOR: [REDACTED]

GABC AVIONICS
CRS# 2MAR183C
Memphis, TN 38116

#2 PFD

ALTIMETER SCALE CORRECTION CARD

STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.	STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.
-1000	20	-495			
0	20	0			
500	20	490			
1,000	20	990			
1,500	25	1490			
2,000	30	1990			
3,000	30	2990			
4,000	35	3990			
6,000	40	5990			
8,000	60	7990			
10,000	80	9990			
12,000	90	11990			
14,000	100	13990			
16,000	110	15990			
18,000	120	17990			
20,000	130	19990			
22,000	140	21990			
25,000	155	24990			
30,000	180	29990			
35,000	205				
40,000	230				
41,000	235				
43,000	245				
45,000	255				
50,000	280				

This Altimeter/Air data Component, P/N EXP5000 S/N 23547405 has been tested to 30,000 feet and meets the requirements of FAR Part 91.411 and FAR Part 43, Appendix E.

DATE: 4/21/22

TESTED BY: [REDACTED]

INSPECTOR: [REDACTED]

GABC AVIONICS
CRS# 2MAR183C
Memphis, TN 38116

Standby

ALTIMETER SCALE CORRECTION CARD

STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.	STANDARD ALTITUDE FT.	TOL +/- FT.	ALTIMETER READING FT.
-1000	20	-1000			
0	20	0			
500	20	500			
1,000	20	1000			
1,500	25	1500			
2,000	30	2000			
3,000	30	3000			
4,000	35	4000			
6,000	40	6000			
8,000	60	8000			
10,000	80	10000			
12,000	90	12000			
14,000	100	14000			
16,000	110	16000			
18,000	120	18000			
20,000	130	20000			
22,000	140	22000			
25,000	155	25000			
30,000	180	30000			
35,000	205				
40,000	230				
41,000	235				
43,000	245				
45,000	255				
50,000	280				

This Altimeter/Air data Component, P/N 16450-147 S/N 179444 has been tested to 30,000 feet and meets the requirements of FAR Part 91.411 and FAR Part 43, Appendix E.

DATE: 4/21/22

TESTED BY: [REDACTED]

INSPECTOR: [REDACTED]

GABC AVIONICS
CRS# 2MAR183C
Memphis, TN 38116

nd Remarks



N#: N963MA

Removed Garmin GTX 34

Checked for Static leaks,
Static system at 12,700ft
per min per Piper PA-46

Ops check good on item

Reference
AC.43-13 1B/2B
Piper PA-46-350P Mail

The aircraft was inspected
W.O.#325 Hobbs: 153

Registration No. _____

nd Remarks

Signature

Certificate No.

ETER SCALE CORRECTION CARD

TER STANDARD TOL +/-
NG ALTITUDE FT. FT. HIGHT

This Altimeter/Air data Component
P/N 16450-110
S/N 173448
has been tested to 30,000 feet
and meets the requirements of FAR
91.411 and FAR Part 43, Appendix A.

DATE: 4/21/22

TESTED BY:

INSPECTOR:

GABC AVIONICS
CRS2MAR183C

Memphis, TN 38118



N#: N963MA

Aircraft S/N: 4636453

Date: 4/21/2022

Removed Garmin GTX 345 S/N: 3EG22991 for repair. Installed Garmin GTX 345 S/N: 3EG22991 after being repaired by Garmin Ref RMA 148674059.

Checked for Static leaks, Found loose fittings and missing hardware in Pilot side, Co pilots side, and in the Alternate Static systems. Fixed Leaks in Pilot side, Co Pilots side, and Alternate static systems. Performed leak check on Pilot Static system at 12,700ft with a leak rate of -40ft per min, Co Pilot Static system with a leak rate of -80ft per min, and Alternate Static system with a leak rate of -60ft per min all found to be within the allowable leak rate of 254ft per min per Piper PA-46-350P Maintenance Manual 34-10-00 Page 7.

Ops check good on Items stated above.

Reference

AC 43-13 18/2B

Piper PA-46-350P Maintenance Manual 34-10-00 Page 7.

The aircraft was inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service. Details of the inspection are on file at this repair station CRS2MAR183C, under W.O.#325 Hobbs: 1592.0

GLEN WILSON AIRCRAFT, LLC

CELL: [REDACTED]

HOLLY SPRINGS, MS 38635

Date

5/11/2022

B
F

TTA/C 1592.0

5/11/2022 N963MA PA46-350P s/n 4636453 Hobbs & TTA/C: 1592.0

Annual Inspection completed this date in accordance with Piper maintenance manual p/n 761-876 rev CR070228 dated Feb 28, 2007 and Jetprop p/n 5601001 change 14 dated November 2014. Removed & replaced nose tire p/n 301-175-530s/n 20550002. Removed & replaced left & right main tires p/n 070-317-0 s/n's 1312T00032, 1313T00043. Installed new tubes p/n 092-500-0. Removed and replaced O rings on L/H brake assy p/n MS28775-222. Removed & replaced L/H inboard wheel bearing & cup p/n 13836, 13889. Removed & replaced all brake linings p/n APS66-06200. Removed & replaced instrument garter filters p/n B3-5-1 and central filter p/n RAD9-18-1. Re-attached rear cabin equipment shelf with 2 CR3212- 4-2 rivets and secured shelf with 2 MS35206-245 screws. Removed & replaced 2 bolts in pilot side aft facing seat frame, p/n AN4-7A. Removed & replaced rear nav light bulbs p/n GE464, ops check ok. Removed & replaced cabin door seal p/n 88440-002. Applied de-ice boot dressing. Complied with FAR 91.207 (d) ELT inspection & test and found serviceable. ELT battery due March 2028. AD's checked through 5/11/2022, none due at this time.

I certify this aircraft has been inspected in accordance with an Annual inspection and was found to be in airworthy condition.

Glen K. Wilson Jr. A&P [REDACTED] A 5/11/2022 [REDACTED]

Total To
Carry Forward

Registration No. _____

and Remarks

Signature

Certificate No.

Date: 08/23/2022 **Hours:** *MOBBS: 1627.3*

Tail#: N963MA

Make: Piper

Model: PA-46-350P

S/N: 4636453

Replaced main gear scissors and bushings and hardware PN: 105041-002, 452-857, 67026-007, 402-992, 402-344, 402-312, 690-611, 404-101, 424-052, 690-628, 404-102, 424-052, 85012-133, 85012-134, 690-628, 404-102. Jacked aircraft and performed gear swing checked OK.

Drained fuel system and cleaned tanks and lines of any microbial growth. Changed firewall fuel filter PN: 18350. Change engine fuel filter PN: AN6235-3A. Installed overhauled fuel nozzles and gaskets PN: FN-35, FN-100 from Heritage Turbines Invoice: 2022-2192, Form 8130: 48580. Ground run checked OK. Temp discrepancy resolved.

Replaced Both Bat 1 and Bat 2 with Concord RG-46s Form 8130: 26014-22. Aircraft has been ground run and checked OK and approve this aircraft for return to service.

Name: Matthew Propst

Co: MPH Aviation LLC

Cert: [REDACTED]

Sign: [REDACTED]