INSTALLED EQUIPMENT

ITEM	MANUFACTURER	MODEL	SERIAL NO.
ENGINE			R
			L
ENGINE			R
			L
PROP			
PROP			
ENG			
ENG			
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PROPI			
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ENG			
PROPE			
PROPE			
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ENG			
PROPELLER			
PROPELLER			

N28HE PA-34-200 SN 34-7350278 US Aviation - CXO Airframe

ACTT: 10,255.1 Tach: 427.3

Pilot Reports: During flight, the trim wheel cable lost tension. When trying to trim nose up, the wheel was locked and when trimming nose down the cable would come out.

Removed Co-pilots seat, opened stab trim wheel cover, rudder trim wheel cover, removed right rear passenger seat, opened floor center panel, aft tunnel cover, bulkhead assy., upper and lower tail cone. Found stab trim cable off trim wheel, inspected trim system for abnormalities or damage, no abnormalities or damage found. Loosened trim cable turn buckles, installed trim cable to wheel, set cable tension as required, safetied turn buckles. Deflated NG strut and tire for leveling. Rigged stab trim and adjusted as required. Ops Ck Good. Serviced NG strut and tire as required. Installed Co-pilots seat, closed stab trim wheel cover, rudder trim wheel cover, installed right rear passenger seat, closed floor center panel, aft tunnel cover, bulkhead assy., upper and lower tail cone.

REF: PA-34-200 Seneca SM 753-817 Revision PR 191130

This aircraft is ok for verification flight intended.

[redacted]

Scott Q. Aaron

A&P [redacted]

A&P [redacted]

14 MARCH 2023

~~July 1, 2022~~ [redacted]

MAJOR ALTERATIONS

N28HE SN 34-7350278 US Aviation - CXO Airframe

ACTT: 10256.0 Tach: 428.2

Verification flight required for elevator trim maintenance

Verification flight performed by James Sinkinson CFI 4352096. Elevator tTrim operation satisfactory – No discrepancies reported.

[redacted] [redacted] CFI 03/15/2023

James Sinkinson [redacted] CFI March 15, 2023

. This Aircraft is ok for return to service.

[redacted] A&P [redacted] March 15 2023

Robert M Tano A&P [redacted] March 15, 2023

LIFE LIMITED PARTS OR OVERHAUL REQUIREMENTS

NAME OF	PART	SERIAL	INSTALLATION	TIME ON PART	LIFE LIMIT	REMOVAL	AGENCY CERT. NO.

N28HE SN 34-7350278 US Aviation - CXO Airframe

ACTT: 10263.3 Tach: 435.5

Pilot reports: ELEVATED. The elevator trim wheel cable unspooled again.

Opened Empennage access, aft center floor access, removed center floor panel and Trim control wheel cover. Found control cable unwound from drum. Inspected both control cables, control system Pulleys, fair-leads, and terminating hardware for wear/damage - No Trouble Found. Disconnected cables at turnbuckles, wound drum as needed and connected turnbuckles. Operated Trim tab through entire range of motion - ops ck good. Control system found to be serviceable. Inspected Trim Actuator drum and hardware for wear/damage - NTF. Leveled Aircraft, Rigged Trim Tab Control system, Tensioned control cables and operated system 3 times through full travel, Trim Tab Control system ops ck good. Safetied Turnbuckles, Closed access points as needed. Performed Trim tab Freeplay check - Found to be within published limits. Serviced Nose Strut and Nose tire as needed.

This Aircraft is ok for Verification flight intended. Ref Piper SM753-817 revPR191130

[redacted] A&P [redacted] March 15, 2023

Robert M Tano

March 23 2023

N28HE SN 34-7350278 US Aviation - CXO Airframe

ACTT: 10263.3 Tach: 435.5

Verification Flight required for Elevator Trim control system Maintenance. **ELEVATED** Squa
Verification flight to be performed by Management Level Team Member.

Verification Flight Performed by Eric Curtis CFI3658353 – No discrepancies reported. Elevator Tri
Control System Operation satisfactory.

[redacted] CFI 12/23 [redacted] 03/24/23

Eric Curtis 3658353 CFI ~~March 24, 2023~~ March 27 2023 [redacted]

This ~~Aircraft~~ is ok for return to service.

[redacted] [redacted] March 27 2023

Robert M Tano A&P [redacted] ~~March 15, 2023~~ March 27 2023 [redacted]

F.A.R. 43.11-91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION–STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

N28HE PA-34-200 US Aviation - CXO SN 34-7350278 Airframe

ACTT: 10,236.7 Eng. #1 Tach: 408.9 Eng. #2 Tach: 2,008.3

Completed 100Hr inspection IAW Piper Service Manual, US Aviation 100/Annual Inspection Seminole/Seneca, and FAR 43 appendix D. Removed and replaced both induction air filter elements P/N BA-10. Removed, inspected, and cleaned both fuel strainer filters. Removed NLG wheel and tire assembly, removed wheel bearings, inspected, greased, and reinstalled. Removed LMLG and RMLG wheel and tire assembly, removed wheel bearings, inspected, greased, and reinstalled. Preformed gear swings and free fall and found to be in a satisfactory condition. Inspected ELT in accordance with FAR 91.207(D), Battery due Date: Sep. 24, 2026. Performed ELT Self-Test Referencing ACK Installation Manual P/N E04M REV DATE 08/12/2021 Rev. 1.11. System Passed.

Complied with AD 2005-13-16 (dated: 08/08/2005) (100hr inspection): To detect, correct and prevent failure in certain components of the nose landing gear. Visually, dimensionally, and operationally inspected nose landing gear components and lubricated in accordance with Piper Service Bulletin No. 1123C (dated: 11/30/2004). Replaced bolt P/N NAS6207-50D. No defects found, determined to be in satisfactory condition at this time. Next 50hr inspection due at ACTT: 10,286.70. No defects found. ----------continue----------

INSPECTION RECORD
F.A.R. 43.11–91.409

DATE	AIRCRAFT TIME IN SERVICE	KIND OF INSPECTION–STATUS & DISCREPANCY LIST SIGNATURE — CERT. NO. OF PERSON APPROVING OR DISAPPROVING AIRCRAFT FOR SERVICE

Complied with AD 73-13-01 (dated: 09/30/1974): To determine rudder trim tab "free play." Verified travel of rudder trim tab in accordance with the AD instructions. No defects found, determined to be in satisfactory condition at this time. Next due in 100hrs at ACTT: 10,336.70.

Complied with AD 83-14-05 (dated: 07/20/1983): To prevent possible power loss or engine stoppage due to blockage of the muffler exit by visual and dimensional inspection in accordance with Piper SL No. 673 (dated: 09/28/1973). No defects found, determined to be in satisfactory condition at this time. Next due in 100hrs at ACTT: 10,336.7

Complied with AD 75-24-02 (dated: 11/21/1975): Inspection of the rear seat legs on the quick-disconnect seats in accordance with Piper SL No. 763 (dated: 11/05/1975). No defects found, determined to be in satisfactory condition at this time. Next inspection due at next Annual 02/17/2024.

Installed 1 New Tire P/N 072-317-0 S/N 2005T00079 on LMLG, installed 1 new terminal End P/N MS25036-103 on to #1 Eng. (L) Mag. P-lead, secured #1 Eng. Fuel vent valve hose clamp, Adjusted Door Latch as needed and lubricated all parts and secured #1 Eng. Throttle knob to throttle level.

Performed Garmin G5 Battery capacity ck: S/N 4JQ026330 at 99%/4:27 hrs.

This Aircraft is ok for return to service.

Ref. PA-34-200 Service Manual 753-817 rev 191130, Garmin G5 MM 190-01112 -11 sec 4.2.8.

[redacted] 2/17/2023

Kevin Pellicore A&P [redacted] February 17, 2023

I Certified that this Airframe has had a 100 hr Inspection and that All AD's are complied with. [redacted] 2/17/2023

A&P [redacted]