

Log Entry: N3020 M Airframe PA44-180 S.N. 44-7995220

7771.1

Date: 03/16/2017 Maintenance Hobbs: 47.9 AFTT: 9466.7

Opened panels, serviced and inspected IAW an approved checklist and Piper's PA44 inspection report as a guide. Removed the seats then cleaned and lubricated the seat rollers. Set the propellers dome pressures. Cleaned the underside of the aircraft. Performed several gear retraction checks- all normal no leak detected. Serviced the battery. Lubricated the aircraft. CW FAR 91.207.d ELT ops and condition check, battery expiration date is 02/18. Checked AD listings through 2017-06. CW AD 04-25-16R1 by visual inspection of the fuel regular shut-off valve, due again in 100 hours TIS AD 2012-03-07 is NA by the cast series & 17 stamp on the data plate. AD2013-03-07 stabilizer control inspection, due again in 12/20 or 10333.3 AFTT hours.

I certify that this aircraft has been inspected IAW an ANNUAL inspection and was determined to be in an airworthy condition.

Tull Morgan

Log Entry: N3020 M Airframe PA44-180 S.N. 44-7995220

Date: 12/09/2011 Maintenance Hobbs: 6049.2

Opened panels, serviced and inspected IAW an approved checklist. Removed the right wing due to taxi incident damage. Installed serviceable right wing with 7140.8 total time hours removed from PA44-180 S.N. 44-7995102. Installation was accomplished IAW Piper maintenance Instructions Chapter 57-41-02 using bell-crank, control cables, fuel lines, fuel bladder, fuel sending unit, fuel pump and wiring removed from original wing. New wing bolts and hardware were used for the wing installation. Replaced the right gear scissor linkage with serviceable like parts. Installed new hardware and bushings in the right gear assembly.

Installed new nose gear assist springs, bearings and hardware. Repacked the right main and nose gear struts. Cleaned, painted and repacked the wheel bearing of the nose & right wheel.

Installed a new GE4509Q landing light bulb, new lower tail nav assembly, nose wheel tire, and brake linings. Chemically stripped, etched, alodined, primed and painted the entire aircraft with PPG system. Balanced all control surfaces IAW Piper PA-44-180 Maintenance Manual Instructions. Rigged all controls and set cable tension IAW Piper Maintenance Instruction.

Removed and reinstalled the right engine after tear down inspection by Triad Aviation. Installed two newly overhauled two bladed propellers IAW Piper and Hartzell Propeller instructions. CW FAR 91.207.d ELT ops and condition check, battery expiration date is 06/13. Checked AD listings through 2011-24. CW AD 04-25-16R1 by visual inspection of the fuel regular shut-off valve, due again in 100 hours TIS. AD 2004-10-14 CW by tear down due to right engine prop strike.

Test ran and test flew aircraft.

I certify that this aircraft has been inspected IAW an ANNUAL inspection and was determined to be in an airworthy condition. This aircraft has been returned to service.

Tull Morgan

GAI Aircraft Services
7940 Airpark Rd, Hanger M Gaithersburg, MD 20879 240-477-6617

Log Entry: N3020M Right Engine LO-360-E1A6D S.N. L-282-72T

Date: 03/16/2017 Maintenance Hobbs: 47.9 SMOH: 1971.7 STOH: 97.1

Serviced the engine with six quarts of Aeroshell 100 Plus and CH 48103-1 filter. Performed compression check: #1-78, #2-78, #3-78 & #4-78. Cleaned, gapped and rotated all of the spark plugs. Checked AD listings through 2017-06. CW AD 80-04-03R2 (b) (2 & 9B) (1) by inspection and use of Aeroshell 100 Plus oil. Test ran the engine all ops were normal no leaks detected.

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

Tull Morgan

D (L) Engine Log Entry N3020M: 03/16/2017 Maintenance Hobbs: 47.9 SMOH: 1971.7 STOH: 97.1
Service d the engine with six quarts of Aeroshell 100 Plus and CH 48103-1 filter. C leaned gapped and
rotated all of the spark plugs. Performed compression check: #1-78, #2-78, #3-78, & #4-78. CW AD 80-
04-03R2(b)(2 & 98) (1) by inspection and use of Aeroshell Plus.
*I certify that this engine has been inspected IAW an ANNUAL inspection and was determined to be in an
airworthy condition.*

Tull Morgan