

Enco

MAINTENANCE RECORD

DATE	TOTAL IN S
19____	HOURS

Log Entry: N593MS Airframe PA34-200T, S.N.34-7870391

Date: 05/19/2012 Tach: 3490.77 Hobbs: 0132.1

Opened panels serviced and inspected IAW an approved checklist & Piper PA34-200T Inspection report as a guide. Replaced the left oil door latch with P.N. KM610-64, external power relay with P.N.584-460, left vacuum pump with P.N. 441CC-7 S.N. 511121, six BA 3-5-1 vacuum filters, two RA1J4-6 inline pneumatic filters, right aileron static wick, left alternator coupling P.N. 635796, two visor retainers P.N.484-453, left side tire with Goodyear P.N. 606C86-6, fuel drain P.N. CCA1550, eight Duracell D cell batteries, fuel drain cover P.N.65461019, GE414 interior courtesy light bulb and owner supplied windshield hot plate. Adjusted the alternator load sharing IAW Piper instructions. Performed several gear checks all normal. Topped off the landing gear power supply reservoir with 5606 hydraulic fluid. Serviced the battery with distilled water. Lubricated the aircraft. CW FAR 91.207.d ELT ops and condition check new battery expiration date is 05/19. Checked AD listing through 2012-11. CW AD 2005-13-16 nose trunnion inspection, bolt replacement due 3749.8 Tach. C W AD 2004-25-16R1 by visual inspection of the fuel regulator shutoff valve, due again in 100 hours TIS or twelve months. *I certify that this aircraft has been inspected IAW an ANNUAL inspection and was determined to be in an airworthy condition.*

Tull Morgan IA [REDACTED]

AUTHOR
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MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			N N593MS S/N 34-787039/ Tach: 968 - Hobbs: 293.1 - Details Altimeter removed [REDACTED] The article identified above were repaired/inspected in accordance with current Federal Aviation Administration Regulations and manufactures manuals and was approved for return to service, with respect to work performed. Reference WO # <u>4035</u> for details of the work performed. D&P Testing Inc. FAA CRS 2DPR879B Inspector: [REDACTED] Date: <u>03/27/2015</u>	

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			I CERTIFY THAT THE TRANSPONDER TEST AND INSPECTION REQUIRED BY CFR 91.413 I A W PART 43, APPENDIX F, THE ALTIMETER AND STATIC SYSTEM TEST PERFORMED BY CFR 91.411, I A W PART 43, APPENDIX E HAVE BEEN PERFORMED. THE ALTIMETER HAS BEEN TESTED TO <u>22K</u> FEET AND TEST RESULTS ARE ON FILE UNDER WORK ORDER # <u>4035</u> REGISTRATION# <u>N593MS</u> DATE <u>03/27/2015</u> AUTHORIZED SIGNATURE [REDACTED] D&P TESTING, INC. FAA CRS# <u>DPR</u> <u>2W6</u>	

D&P TESTING, INC.

California, MD 20619

Step 1: PRETEST GROUND LEVEL +670

Step 2: SCALE ERROR *

Blind

Altitude @ BP=29.92	Max +/- Tolerance	Error	Encoder Error +/- 125 ft
-1,000	20	0	+50
0	20	0	+50
500	20	0	+10
1,000	20	0	0
1,500	25	+10	+10
2,000	30	-10	0
3,000	30	-10	0
4,000	35	-5	-25
6,000	40	-5	-25
8,000	60	-5	-25
10,000	80	-3	-20
12,000	90	-15	-25
14,000	100	-20	-30
16,000	110	-35	-75
18,000	120	-30	-30
20,000	130	-40	-100
22,000	140	+30	-40
25,000	155		
30,000	180		
35,000	205		
40,000	230		
45,000	255		
50,000	280		

*Rate = 1,000 FPM Static = 2 MIN

Case Leak Check: 18,000' - 100' +/- 460 seconds
Pass/Fail 91'

Note: Blind Encoder error +/- 125' of ideal see form 19-5 if needed

Step 3: HYSTERESIS-Rate 5,000 FPM to within 3,000 ft. of the 50% Max altitude point then 3,000 FPM to 50% point. Read after 5 min. Same to 40% point read after 2 min.

50% Point	40% Point
Reading <u>11,000</u>	<u>8,800</u>
Return <u>11,960</u>	<u>8,790</u>
Hysteresis <u>-40</u>	<u>-10</u>
(+/- 75 ft.)	(+/- 75 ft.)

Step 4: POST TEST GROUND LEVEL

Step 5: FRICTION

Decrease pressure @ 750 FPM

Altitude	Friction	Max. Tolerance
1,000	-20	+/- 70
2,000	-40	70
3,000	-20	70
5,000	-20	70
10,000	-30	80
15,000	-20	90
20,000	-50	100
25,000		120
30,000		140
35,000		160
40,000		180
50,000		250

N. Number

W.O.

N 593MS
403S

P-Side

Altimeter # 1

Make:

Model:

Serial:

Transponder # 1

Make:

Model:

Serial:

Mode A: Pass / FailMode S: Pass / FailMode S: Pass / Fail

Step 6: BAROMETRIC SCALE ERROR

Pressure	Level	Difference from 29.92	Ideal	25 ft. Max. Error
28.10	-1075	-1725	-1727	-2
28.50	-700	-1350	-1340	+10
29.00	-210	-860	-863	-3
29.50	-255	-395	-392	+3
29.92	+650		0	
30.50	+1180	+530	+531	-1
30.90	+1540	+890	+893	-3
30.99	+1625	+975	+974	+1

Step 7: RECORD Comply with FAR 43.9

- Fill in Altimeter # if more than one
- Fill in Transponder # if more than one
- Use a second test form if more than one Altimeter/Transponder
- Circle pass or fail for appropriate transponder test
- Record date and maximum altitude in logs
- Make 2 copies of test results (1 copy to customer, 1 copy attach to work order)
- Affix sticker to altimeter

Test by

FAA 2DPR

Date

03/21/2015

Owner

WIF

SC/Max Alt

22K

Static System DA

1000'

Leak

0'

Pilot Heat

AD Check

✓

MAINTENANCE RECORD

DATE	TOTAL IN SE
19	HOURS

Log Entry: N593MS Airframe PA34-200T, S.N.34-7870391

Date: 05/13/2015 AFTT: 3573.66 Hobbs: 294.3

Opened panels serviced and inspected IAW an approved checklist & Piper PA34-200T Inspection report as a guide. Replaced all six of the landing gear actuator hoses, both engine's flexible hoses (22 total), all vac/pressure filters, both control column universal joints, both wing tips and a serviceable C&D cabin heater with a Durakoat tube P/N 90D38-1,S/N 2761580with 153 hours TIS(current heater Hobbs 1159.6) Programmed the Oracle's fuel quantity feature to display accurately. Installed a new external power receptacle solenoid. Secured the visor stays with a rivet. Defueled and weighed the aircraft then added a new weight and balance report to the POH & permanent records. Performed several gear checks all normal. Topped off the landing gear power supply reservoir with 5606 hydraulic fluid. Serviced the battery with distilled water. Lubricated the aircraft. CW FAR 91.207.d ELT ops and condition check new battery expiration date is 05/19. Checked AD listing through 2015-11. CW AD 2005-13-16 nose trunnion inspection, bolt replacement due 3749.8 Tach. CW AD 2004-25-16R1 by visual inspection of the fuel regulator shutoff valve, due again in 100 hours TIS or twelve months. CW AD 2004-21-05 pressure decay & pressure switch check, due again in 100 hours TIS or 24 months.

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

Tull Morgan IA

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MAINTENANCE RECORD

DATE	TOTAL IN SE
19	HOURS

Log Entry: N593MS Airframe PA34-200T, S.N.34-7870391

Date: 07/06/2016 AFTT: 3613.46 Hobbs: 334.1

Opened panels serviced and inspected IAW an approved checklist & Piper PA34-200T Inspection report as a guide. Replaced both vacuum filters, instrument filter, induction air filters three 40S5-8 Cam Lock fasteners and tie wrap of the right propeller's de-ice boot. Stripped, etched, alodined, primed and painted both engine nacelles and wings to the inboard sides. Repaired right wing nav and strobe light wiring. Lubricated the aircraft. Performed several gear retraction and free fall checks all normal. CW FAR 91.207.d ELT ops and condition check new battery expiration date is 05/19. Checked AD listing through 2016-14. CW AD 2005-13-16 nose trunnion inspection, bolt replacement due 3749.8 Tach. CW AD 2004-25-16R1 by visual inspection of the fuel regulator shutoff valve, due again in 100 hours TIS or twelve months. AD 2004-21-05 pressure decay & pressure switch check, due again in 100 hours TIS or by 05/2017.

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

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MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			I CERTIFY THAT THE TRANSPONDER TEST AND INSPECTION REQUIRED BY CFR 91.413 IAW PART 43, APPENDIX F, THE ALTIMETER AND STATIC SYSTEM TEST PERFORMED BY CFR 91.411, IAW PART 43, APPENDIX E HAVE BEEN PERFORMED. THE ALTIMETER HAS BEEN TESTED TO <u>18K</u> FEET AND TEST RESULTS ARE ON FILE UNDER WORK ORDER # <u>6084</u> REGISTRATION# <u>N593MS</u> DATE <u>7/13/2017</u> AUTHORIZED SIGNATURE <u>[Redacted]</u> D&P TESTING, INC. FAA CRS #2DPR 2W6	

DEBLOIS AEROSPACE LLC

GAITHERSBURG MD 20879

**MAKE: PIPER
MODEL: PA-34-200T
SERIAL #: 34-7870391**

N593MS

**ACTT: 3663.75
HOBBBS: 384.4**

DATE 19__	TOTAL IN SER
	HOURS

LUBRICATED AIRCRAFT. I FAR 91.207(d) ELT CHECK COMPLIED WITH. ELT BATTERY DUE FOR REPLACEMENT MAY 2019. INSTALLED TWO NEW INSTUMENT AIR INLINE FILTERS P/N AA2J4-6. INSTALLED TWO NEW INSTRUMENT REGULATOR FILTERS P/N RA-B3-5-1. REINSTALLED FUEL QUANTITY COMPUTER AFTER REPAIR BY ULTRA ELECTRONICS FLIGHTLINE SYSTEMS UNDER WORK ORDER RM7522 DATED 16 AUG 2017. SECURED CONNECTIONS AT AMMETER SHUNT TERMINALS. INSTALLED A NEW ELECTRIC TRIM SWITCH P/N 69994-000. FIXED GROUND CONNECTIONS ON REAR HEADSET JACKS. TIGHTENED UP CIGARETTE LIGHTER HOUSING. INSTALLED A NEW RIGHT-HAND VISOR P/N H65866-02. TIGHTENED UP RIGHT PROP HANDLE KNOB. TIGHTNED UP LEFT-HAND SWITCH PANEL BY REPLACING TINNERMIN CLIPS. REOMVED OLD ELT SWITCH AND PLACARD. INSTALLED NEW SECTION OF SCAT 9 BEHIND INSTRUMENT PANEL. REPAIRED TAIL CONE FAIRING WITH FIBERGLASS REPAIR. REPLACED ELECTRIC ELEVATOR TRIM ON/OFF SWITCH P/N 587923. INSTALLED A NEW LEFT GEAR DOWN LIGHT SOCKET P/N 67422-05 AND INSTALLED NEW BULB P/N GE-330. INSTALLED MISSING GROUNDING WIRES FOR ENGINE INFORMATION COMPUTERS. INSTALLED A NEW NOSE WHEEL WELL LATCH P/N 554132. INSTALLED A NEW RIGHT-WING ROOT SEAL P/N JMWRS1. MADE A FIBERGLASS REPAIR TO THE LEFT GEAR DOOR AND ADJUSTED DOOR FIT. REBUILD LEFT MAIN GEAR ACTUATOR USING ALL NEW ORINGS.

CONTINUED.

ORIZED SIGNATURE,
ERTIFICATE TYPE
& NUMBER

N. Number N593MS
W.O. 6084Step 1: PRETEST GROUND LEVEL +440

Step 2: SCALE ERROR *

Blind

Altitude @ BP=29.92	Max +/- Tolerance	Error	Encoder Error +/- 125 ft
-1,000	20	+10	+20
0	20	0	0
500	20	0	0
1,000	20	-25	-10
1,500	25	+10	-20
2,000	30	+15	+25
3,000	30	+20	-20
4,000	35	+10	-30
6,000	40	-20	-50
8,000	60	0	-20
10,000	80	-10	-20
12,000	90	-15	-25
14,000	100	-15	-50
16,000	110	-10	-70
18,000	120	-40	-75
20,000	130		
22,000	140		
25,000	155		
30,000	180		
35,000	205		
40,000	230		
45,000	255		
50,000	280		

*Rate = 1,000 FPM Static = 2 MIN

Case Leak Check: 18,000' 100' +/- 60 seconds

Pass/Fail

31

Note: Blind Encoder error +/- 125' of ideal see form 19-5 if needed

Step 3: HYSTERESIS-Rate 5,000 FPM to within 3,000 ft. of the 50% Max altitude point then 3,000 FPM to 50% point. Read after 5 min. Same to 40% point read after 2 min.

50% Point	40% Point
Reading	9000 7200
Return	8975 7145
Hysteresis	-25 -55
(+/- 75 ft.)	(+/- 75 ft.)

Step 4: POST TEST GROUND LEVEL

+460 (2 Min. after Hysteresis)
After Effect +20 (+/- 30 ft.)

Revision 5 - June 12, 2013

Step 5: FRICTION

Decrease pressure @ 750 FPM

Altitude	Friction	Max. Tolerance
1,000		+/- 70
2,000		70
3,000		70
5,000		70
10,000	-20	80
15,000	-30	90
20,000		100
25,000		120
30,000		140
35,000		160
40,000		180
50,000		250

Altimeter # 1

Make: N/A
Model: N/A
Serial: N/A

Transponder # 1

Make: KIN 9
Model: K-76A
Serial: 8606

Mode A: Pass / Fail
Mode C: Pass / Fail
Mode S: Pass / Fail

Step 6: BAROMETRIC SCALE ERROR

Pressure	Level	Difference from 29.92	Ideal	25 ft. Max. Error
28.10	-1300	-1740	-1727	+13
28.50	-900	-1340	-1340	0
29.00	-430	-870	-863	+7
29.50	+45	-395	-392	+3
29.92	+440		0	
30.50	+980	+540	+531	+9
30.90	+1340	+900	+893	+7
30.99	+1410	+970	+974	-4

Step 7: RECORD Comply with FAR 43.9

- Fill in Altimeter # if more than one
- Fill in Transponder # if more than one
- Use a second test form if more than one Altimeter/Transponder
- Circle pass or fail for appropriate transponder test
- Record date and maximum altitude in logs
- Make 2 copies of test results (1 copy to customer, 1 copy attach to work order)
- Affix sticker to altimeter

Test by [Redacted] FAA 2DPRDate 07/13/2017Owner De. Bloss SC/Max Alt 18KStatic System DA 1000 Leak 0Pilot Heat yes/OK AD Check ✓

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			CLEANED UP OLD LEAKS ON HYDRAULIC POWER PACK. CHECKED FOR LEAKS. NONE FOUND. REBUILT BOTH LEFT AND RIGHT BRAKE CALIPERS USING NEW O-RINGS. INSTALLED ALL NEW BRAKE PADS P/N 66-06200. BLED BRAKES AND TOPPED OFF RESERVOIR. PERFORMED MULTIPLE GEAR RETRACTION AND EXTENSION CHECKS INCLUDING EMERGENCY EXTENSION CHECK. PERFORMED WEIGHT CHECK OF PORTABLE FIRE EXTINGUISHER. AD2005-13-16 NOSE TRUNION INSPECTION COMPLIED WITH BY INSPECTION. BOLT REPLACEMENT DUE AT 3749.8 HOURS. AD2004-25-16R1 FUEL REGULATOR VALVE C/W BY INSPECTION. DUE AGAIN AT 3763.75 OR 12 MONTHS. AD2004-21-05 PRESSURE DECAY TEST C/W BY INSPECTION. DUE AGAIN AT 3764.75 OR 24 MONTHS. I CERTIFY THAT THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION PER 14 CFR PART 43, 43.15 AND APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND THE MANUFACTURERS MAINTENANCE INSTRUCTIONS. DETAILS OF THE WORK PERFORMED CAN BE FOUND ON FILE AT DEBLOIS AEROSPACE UNDER WORK ORDER 811. Signature:  Certificate #:  A&P/ IA Date: 01/02/2018 Franco de Blois	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10		
9			DEBLOIS AEROSPACE LLC  GAITHERSBURG MD 20879  MAKE: PIPER N593MS ACTT: 3666.45 MODEL: PA-34-200T HOBBS: 387.1 SERIAL #: 34-7870391 REINSTALLED THE FUEL QUANTITY UNIT P/N 012-400010-001 S/N 000024 AFTER REPAIR BY ULTRA ELECTRONICS UNDER WORK ORDER RM8135 DATED 05 JUNE 2018. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND THE MANUFACTURERS MAINTENANCE INSTRUCTIONS. DETAILS OF THE WORK PERFORMED CAN BE FOUND ON FILE AT DEBLOIS AEROSPACE UNDER WORK ORDER 1167. Signature:  Certificate #:  A&P/ IA Date: 06/08/2018 Franco de Blois	

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
10/18			INSPECTED AND LUBED ALL FLIGHT CONTROLS, CHECKED ELT F.A.W. 91.207(0), BATTERY DUE 5/2019. REPLACED RIGHT VACUUM PUMP WITH OVERHAULED,	
10/18			BLEED BRAKE SYSTEM. INSPECTED AIRCRAFT F.A.W. FAR 91.207(43) APPN. D. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION.	
			[REDACTED] MAP/IA	

MAINTENANCE RECORD

[illegible]

ENGINE LOG

DATE

JRE

LICENSE
NUMBER

Log Entry: N593MS Left Engine TCM TSIO -360-EB1B S.N.265934-R

Date: 05/13/2015 (L) Tach & SFR: 2150.01 Hobbs: 0294.3

Serviced the engine with eight quarts of Phillips 20W50 Mineral and CH 48108-1 filter. Cleaned, gapped and rotated all of the spark plugs. Cleaned the oil screen, took an oil sample and cut open the filter.

Installed overhauled yellow tagged cylinders from Triad Aviation on the number 1,3,5 and 2 position IAW TCM overhaul manual instructions. Performed compression check: #4-64 and #6-68. Installed an eleven part hose kit from PTH Inc. CW SID 97-3E. Checked AD listings through 2015-11. Cleaned and 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 /A

BROUGHT FORWARD

TOTALS

DATE

Gr

Log Entry: N593MS Left Engine TCM TSIO -360-EB1B S.N.265934-R

Date: 07/06/2016 (L) Tach & SFR: 2189.81 Hobbs: 0334.1

Serviced the engine with eight quarts of Phillips 20W50 Mineral and CH 48108-1 filter. Installed five new RHM 38e spark plugs, cleaned, gapped and rotated the remainder of the spark plugs. Cleaned the oil screen, took an oil sample and cut open the filter. Performed compression check: #1-74, #2-78, #3-76, #4-76 and #6-76. Replaced eleven sets of push rod tube seals and ten of the valve cover gaskets. Checked AD listings through 2016-14. Cleaned and 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.

Tul. No. 10

BROUGHT FORWARD

TOTALS

[illegible]

ENGINE LOG

[illegible]

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

Log Entry: N593MS Hartzell Left Propeller Model: PHC-C3YF-2KUF S/N EB3588A

Date: 07/06/2016 Hobbs: 344.1 TSN 2102.76
Dressed, painted, checked blade track, lubricated with Aeroshell #6 and set the dome pressure.

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

Tull Morgan

SIGNATURE

**S
TIVES,
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DEBLOIS AEROSPACE LLC

GAITHERSBURG MD 20879

MAKE: HARTZELL

N593MS

PROPTT: 2153.06

MODEL: PHC-C3YF-2LKUF

LEFT PROPELLER

HOBBS: 384.4

SERIAL #: EB3588A

LUBRICATED PROPELLER AND DRESSED BLADES AS NEEDED.

I CERTIFY THAT THIS PROPELLER WAS INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION PER 14 CFR PART 43, 43.15 AND APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND THE MANUFACTURERS MAINTENANCE INSTRUCTIONS. DETAILS OF THE WORK PERFORMED CAN BE FOUND ON FILE AT DEBLOIS AEROSPACE UNDER WORK ORDER 811.

Signature:

Frans de Blois

Certificate #:

A&P/IA

Date: 01/02/2018

9/10/18

HOBBS: 482.1

INSPECTED PROPELLER I.A.W. FAR 43
APP. D. I CERTIFY THAT THIS PROPELLER
HAS BEEN INSPECTED I.A.W. AN ANNUAL
INSPECTION AND HAS BEEN DETERMINED
TO BE IN AIRWORTHY CONDITION.

SIGNATURE

A&P/IA

HARTZELL PROPELLER INC.
Manual No. 115N
DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRCRAFT MAINTENANCE DIRECTIVES,
ALTERS,

SERVICEABLE

MAINTENANCE RECORD

DATE 19 <u>18</u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
9/10/18			INSPECTED AND LUBED ALL FLIGHT CONTROLS, CHECKED ELT F.A.W. 91.207(d), BATTERY DUE 5/2019. REPLACED RIGHT VACUUM PUMP WITH OVERHAULED, BLEED BRAKE SYSTEM.) INSPECTED AIRCRAFT I.A.W. FAR 91.207 43 APPW. D., I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AIRWORTHY CONDITION. [REDACTED] HAP/IA	

MAINTENANCE RECORD

DATE 19 <u> </u>	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	HOURS	10ths		

Log Entry: N593MS Right Engine TCM LTSIO -360-EB1 S.N.807646-R

Date: 07/10/2012 (R) Tach:1850

Service d the engine with eight quarts of Aeroshell 100 Plus and CH 48108-1 filter. Cleaned and gapped the lower spark plugs. Test ran the engine all ops were normal- no leaks detected.

Brc

Tull Morgan

05-09-2013 N593MS PA34-200T SN: 34-7870391 Tach:3545.02
R/Eng: LTSIO-360-EB1 SN: 807646-R TSOH: 881.08

Changed oil and filter, opened and inspected oil filter, no contamination found, cleaned, gapped and tested all sparkplugs, checked magneto timing, compression test with calibrated orifice reading 42: 1-70/80, 62/80, 3-60/80, 4-60/80, 5-60/80, 6-50/80, removed and reinstalled number 6 cylinder after repairs, serviced engine with 8Qts Phillips M20W50 mineral oil, ran engine for operation and leak check I/A/W SB M89-7R1 and furnished a copy to owner for flight test and cylinder break-in, operation shows normal and no leaks found at this time.

I certify that this engine has been inspected in accordance with a 100HR/Annual Inspection and was determined to be in airworthy condition.

David D. Hopkins

IA

09-10-2013 N593MS PA34-200T SN: 34-7870391 Tach:3563.21
R/Eng: TSIO-360-E1B SN: 807646-R TSOH: 909.63

Changed oil and filter, opened and inspected oil filter, no contamination found, serviced engine with 8Qts. Phillips X/C 20W50, Ran engine for operation and leak check, no leaks found at this time.

David D. Hopkins

IA

Log Entry: N593MS Right Engine TCM LTSIO -360-EB1 S.N.807646-R

Date: 05/13/2015 (R) Tach & SFR: 909.72 Hobbs: 0294.3

Serviced the engine with eight quarts of Aeroshell 100 Plus and CH 48108-1 filter. Cleaned, gapped and rotated all of the spark plugs. Cleaned the oil screen, took an oil sample and cut open the filter. All samples appear normal. Performed compression check: #1-60, #2-64, #3-62, #4-64, #5-66 and #6-68. Installed an eleven piece engine hose kit from PTH Inc. CW SID 97-3E. Checked AD listings through 2015-11. Cleaned and 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

Log Entry: N593MS Right Engine TCM LTSIO -360-EB1 S.N.807646-R

Date: 04/02/2014 Hobbs: 2505

Troubleshoot engine not developing full manifold pressure. Connected loose fuel primer line in the forward upper deck. Removed and replaced the Merlyn waste gate after factory overhaul. Cleaned all of the spark plugs. Test ran engine all ground ops were normal.

Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				

Log Entry: N593MS Right Engine TCM LTSIO -360-EB1 S.N.807646-R

Date: 07/06/2016 (R) Tach & SFR: 949.52 Hobbs: 0334.1

Serviced the engine with eight quarts of Aeroshell 100 Plus and CH 48108-1 filter. Replaced eight RHM 38e spark plugs, cleaned and gapped four others. . Cleaned the oil screen, took an oil sample and cut open the filter. All samples appear normal. Performed compression check: Calibrated orifice reading of 42 lbs., #1-50. #2-58, #3-62, #4-60, #5-62 and #6-64. Replaced the #s 1, 2 & 5 cylinder push rod tube seals. Tightened the governor's base nuts. Tightened the fuel pump mounting bolts to stop a fuel leak. Replaced the #s 2, 4 & 6 valve cover gaskets. Checked AD listings through 2016-14. Cleaned and 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 IA

DEBLOIS AEROSPACE LLC

GAITHERSBURG MD 20879

MAKE: CONTINENTAL
MODEL: TSIO-360-EB1B
SERIAL #: 807646-R

N593MS
RIGHT ENGINE

ENGTT: 999.82
TACH: 999.82
HOBBS: 384.4 SFR: 999.82

DRAINED OIL AND TOOK SAMPLE. INSTALLED A NEW AA48108-2 OIL FILTER. ADDED 8 QTS OF PHILLIPS 20W50 X/C. PERFORMED COMPRESSION CHECK #1 65/80 #2 66/80 #3 60/80 #4 65/80 #5 70/80 #6 75/80. CHECKED MAGNETO TO ENGINE TIMING. CLEANED GAPPED AND ROTATED SPARK PLUGS. INSTALLED NEW BRACKET INDUCTION AIR FILTER P/N BA3. INSTALLED A NEW THROTTLE CONTROL PROTECTIVE ICE BOOT P/N 553-182. SECURED MANIFOLD DRAIN LINES WITH PROPER CLAMPS. INSTALLED ALL NEW VALVE COVER GASKETS P/N 653196. INSTALLED A NEW #4 CYLINDER INTAKE GASKET P/N 630635. INSTALLED NEW TURBO OIL SUPPLY HOSE. PROPERLY MOUNTED FUEL FLOW TRANSDUCERS SO THAT THEY ARE NOT HARD MOUNTED USING NEW HOSE P/N 624000-4-0204 AND NEW STEEL FITTINGS AN822-4-4 USING NEW ADEL CLAMPS. SECURED WIRING HARNESS ON LEFT AND RIGHT SIDE OF ENGINE. INSTALLED NEW SECTION OF SCAT 5 DUCT FOR ALTERNATOR COOLING. CLEANED ALL THE FUEL INJECTORS WASHED ENGINE AND LUBRICATED ENGINE CONTROLS. PERFORMED RUN-UP AND CHECKED FOR LEAKS. NONE FOUND. ADJUSTED ENGINE IDLE AND IDLE MIXTURE.

I CERTIFY THAT THIS ENGINE WAS INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION PER 14 CFR PART 43, 43.15 AND APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND THE MANUFACTURERS MAINTENANCE INSTRUCTIONS. DETAILS OF THE WORK PERFORMED CAN BE FOUND ON FILE AT DEBLOIS AEROSPACE UNDER WORK ORDER 811.

Signature:

Frans de Blois

Certificate #:

&P/ IA

Date: 01/02/2018

DATE

Log Entry: N593MS Hartzell Right Propeller Model: PHC-C3YF-2LKUF S/N EB3589A

Date: 05/13/2015 Tach: 3573.66 SN 2062.96

Dressed, painted, checked blade track, lubricated with Aeroshell #6 and set the dome pressure.

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

Tull Morgan IA [REDACTED]

Hartzell Prc

Log Entry: N593MS Hartzell Right Propeller Model: PHC-C3YF-2LKUF S/N EB3589A

Date: 07/06/2016 Hobbs: 344.1 SN 2102.76

Dressed, painted, checked blade track, lubricated with Aeroshell #6 and set the dome pressure.

Checked AD listings through 2016-14-none due at this time

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

Tull Morgan IA [REDACTED]

SIGNATURE

SERVICEABLE

DEBLOIS AEROSPACE LLC

GAITHERSBURG MD 20879

MAKE: HARTZELL

N593MS

PROPTT: 2153.06

MODEL: PHC-C3YF-2LKUF

RIGHT PROPELLER

HOBBS: 384.4

SERIAL #: EB3589A

LUBRICATED PROPELLER AND DRESSED BLADES AS NEEDED.

I CERTIFY THAT THIS PROPELLER WAS INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION PER 14 CFR PART 43, 43.15 AND APPENDIX D AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND THE MANUFACTURERS MAINTENANCE INSTRUCTIONS. DETAILS OF THE WORK PERFORMED CAN BE FOUND ON FILE AT DEBLOIS AEROSPACE UNDER WORK ORDER 811.

Signature:

Frans de Blois

Certificate #:

A&P/IA

Date: 01/02/2018

9/10/18 HOBBS: 482.1

INSPECTED PROPELLER I.P.W.
PART 43 APPN. D, I CERTIFY THAT
THIS PROPELLER HAS BEEN INSPECTED
I.P.W. AN ANNUAL INSPECTION AND
HAS BEEN DETERMINED TO BE IN
AIRWORTHY CONDITION.

1 OF WORK

SIGNATURE

STATEMENTS

SERVICE LETTERS,

DESCRIPTION OF ALL OPERATIONS
PERTAINING TO AIRWORTHINESS DIRECTIVES,

Hartzell Propeller
Manual No. 115 N