



FAA Certified Repair Station # OF1R372K

Phone [REDACTED]

Toms River, NJ 08754

Reg. Number: N776MC

Make: Piper

Model: PA-23

Serial # 23-1078 Hobbs 18.5 TT 6811.4

CW AD 60-03-08 fuel selector insp. Next due hobbs 118.5

CW AD 63-07-03 Insp of rudder trim tab. Next due 118.5

CW AD 63-12-02 Inspection of elevator butt ribs and doublers. Both sides found to be cracked.

Installed new 17058-3 and 17058-02 rib plates. Reinstalled elevator & rigged to PA-23 spec.

All work performed as per AC 43.13-1B Next insp due Hobbs 118.5

CW AD 63-26-03 & found to have forgings installed. AD no longer applicable.

CW AD 80-18-10 Fuel selector inspection Next due hobbs 118.5

CW AD 81-04-05R1 Insp of flap bellcrank para 2, Next due hobbs 118.5

CW AD 88-21-07R1 fuel cap & fuel filler drain insp. Next due 6/2021

CW AD 2009-13-06R1 Insp of nose baggage door. Next due hobbs 118.5

Installed new L/H brake rotor & new brake linings,

Installed new oxygen bottle. Next hydro test due 6/2023

Removed both engine mounts & installed replacement mounts modified as per STC SA 1306SW from Diamond Aire Inc.

CW ICA's for Three Point restraint system. Fiberglass cowlings. Gascolator STC & Mountain High Oxygen System, Garmin GTN 750 and GNS 530.

Installed new 910-0004-001 Aspen analog converter.

I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL Inspection and has been determined to be in Airworthy condition.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER
WORK ORDER

NO. 20-5477

DATE 6/25/2020

SIGNED [REDACTED]

CRS-OF1R372K, OCEANAIRE, TOMS RIVER, NJ

AIRCRAFT MAINTENANCE RECORD

Page No. _____

AIR REPAIR

EASTON, MARYLAND PHONE FAX

Date: 9/22/2020; Aircraft: N776MC; Type: PIPER PA-23; S/N: 23-1078; Hobbs: 92.60; Work Done At - Airframe Time: 6885.50,, Heater Time: 2085.70,
Shop Order #: 20-0344, Closed: 4/22/2021

AIRCRAFT LANDED WITHOUT LANDING GEAR DOWN. RETRIEVED TRAILER. REMOVED AIRCRAFT FROM RUNWAY AND TRANSPORTED TO AIR REPAIR, INC.

*REMOVED LEFT ENGINE AND PROP.

*REMOVED RIGHT ENGINE AND PROP.

*REMOVED LEFT HAND GEAR DOORS.

*REMOVED RIGHT HAND GEAR DOORS.

*REMOVED NOSE GEAR DOORS.

*REMOVED LEFT MAIN WHEEL/TIRE ASSEMBLY P/N 072-306-0, S/N 9196S0025 FROM AIRCRAFT. CLEANED AND INSPECTED WHEEL. INST NEW TIRE P/N 072-306-0, S/N 9047S00194, REINSTALLED ON AIRCRAFT.

*REMOVED STEP AND INSP FOR DAMAGE, AIRCRAFT STRUCTRE NOT AFFECTED BY DAMAGE TO STEP.

*REMOVED LEFT AND RIGHT ENG MOUNT AND PREP FOR SHIPMENT. REINSTALLED AFTER RETURN FROM REPAIRS AND FIREWALL ASSEMBLY.

*INSTALLED NEW STEP ON AIRCRAFT.

*TROUBLESHOT GEAR UP LIGHT NOT ON WHEN GEAR RETRACTED, CHECKED ALL SWITCHES, OPS CHECKED GOOD.

CHECKED WIRING, OPS CHECKED GOOD. FOUND NOSE UP SWITCH ATTACH BRACKET DEFORMED UPWARDS FROM UP ROD PRESSING FROM INCIDENT. INSP AND FOUND NO CRACKS, TEARS OR RIVET DAMAGE. STRAIGHTENED BRACKET AND REINSTALLED. ADJUSTED NOSE GEAR UPLOCK SWITCH. CYCLED GEAR SEVERAL TIMES, LIGHT FUNCTIONS CORRECTLY.

*ACCOMPLISHED REPAIRS TO LEFT AND RIGHT FIREWALL WHERE CRACKED WITH LIKE MATERIAL.

*INST HINGE MATERIAL ON NOSE GEAR DOORS AND FIT DOORS TO AIRCRAFT. ADJUSTED DOOR CLOSURE MECHANISM TO ACHIEVE GOOD FIT. PAINT DOORS AND FINAL INSTALL ON AIRCRAFT. GEAR SWING TO PROVE GOOD FIT AND NO OBSTRUCTIONS AT THIS TIME.

*INST HINGE MATERIAL ON MAIN GEAR DOORS AND FIT DOORS TO AIRCRAFT. ADJUSTED DOOR CLOSURE MECHANISMS TO ACHIEVE GOOD FIT. PAINT DOORS AND INSTALL ON AIRCRAFT. GEAR SWING TO PROVE GOOD FIT AND NO OBSTRUCTIONS AT THIS TIME.

*INST LEFT ENGINE P/N 10360-CIC, S/N L-33770-51E AND PROP P/N HC-C2YK-2RBF-F7666A2, S/N BC564B. ENGINE, RAN AND ADJUSTED. ENGINE REPAIRED BY PENN YAN AERO, ENGINE T.T. 550.2. PROPELLER REPAIRED BY SENSSENICH PROPELLER "O" SMOH.

*INST RIGHT ENGINE P/N 10360-CIC, S/N L-33769-51E AND PROP P/N HC-C2YK-2RBF-F7666A2, S/N BC664B. ENGINE, RAN AND ADJUSTED. ENGINE REPAIRED BY PENN YAN AERO, ENGINE T.T. 550.2. PROPELLER REPAIRED BY SENSENICH PROPELLER "O" SMOH.

The aircraft, aircraft engine, or appliance identified above was repaired and/or inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service for the work performed. Pertinent details of the repair are on file at this rep

Signed

CRS#XR5R175Y

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AIR REPAIR

EASTON, MARYLAND

PHONE

FAX

Date: 4/21/2021; Aircraft: N776MC; Type: PIPER PA-23; S/N: 23-1078; Hobbs: 764.90; Work Done At - Airframe Time: 6885.50,, Heater Time: 2085.70,
Shop Order #: 20-0347, Closed: 4/22/2021

- *C/W ANNUAL INSP PER PIPER PA-23, 230-200 INSP MANUAL.
- *AD 2009-13-06: BAGGAGE DOOR COMPONENTS. DOES NOT APPLY PER PART NUMBER OF PARTS INSTALLED.
- *C/W AD 88-21-07R1: BY VISUAL INSP FOUND BAD LEFT INBD CAP (CRACK).
- *INST NEW FUEL CAP ON LEFT INBD FUEL TANK. DUE AGAIN
- *C/W AD 81-04-05R1: INSP FLAP AND FLAP CONTROL SYSTEM, NO DEFECTS NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HRS TIS (6985.5 ACTT)
- *C/W AD 80-18-10: PERFORMED VISUAL INSP , NO DEFECTS NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HR TIS (6985.5 ACTT).
- *C/W AD 63-12-02: PERFORMED VISUAL INSP OF ELEVATOR RIBS FOR CRACKS, NO DEFETS NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HRS TIS (6985.5 ACTT).
- *C/W AD 63-07-03: INSP OF TRIM TAB HORN ATTACHMENT TO RUDDER TRIM TAB, NO DEFECTS NOTED AT THIS TIME. DUE AGAIN
- *C/W AD 60-03-08R2: INSP TO PREVENT FUEL SYSTEM CABLE MALFUNCTION AND FUEL VALVE LEAKAGE.
- *REMOVED RIGHT AUXILIARY TANK SHUT-OFF VALVE AND INST NEW O-RINGS. TESTED VALVE FOR INTERNAL LEAK, VALVE HAS FLOW IN OPEN AND SEALS IN OFF/CLOSED.
- *REMOVED BRACKET FOR RIGHT MAIN TANK SHUT-OFF VALVE AND STRAIGHTENED. REINSTALLED WITH STRUCTURAL SCREWS. NO FURTHER DISCREPANCIES NOTED. DUE RE-INSP AT 6985.5 ACTT.
- *C/W AD 63-24-03: INSP RUDDER TRIM TAB ACTUATING ROD, NO DISCREPANCIES NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HRS TIS (6985.5 ACTT).
- *AD78-08-03: INSP RUDDER UPPER AND LOWER HINGE BRACKETS FOR CRACKS, AD NOT DUE AT THIS TIME. DUE AT 7531.3 ACTT.
- *AD 71-12-01: P/C/W BY INST OF SUPPORT BRACKET 16975-00. REPETITIVE ACTION OF THIS AD NO LONGER REQUIRED.
- *C/W AD 58-01-06: PERFORMED VISUAL INSP FOR CRACKS IN FRONT STABILIZER FITTING, NO DISCREPANCIES NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HRS TIS (6985.5 ACTT).
- *C/W AD 79-11-06: INSP LANDING GEAR SELECTOR HANDLE FOR CRACKS, NO DEFECTS NOTED AT THIS TIME. DUE RE-INSP WITHIN 100 HRS TIS (6985.5 ACTT).
- *C/W ICA FOR ALPHA AVIATION STC SA02298CH 3 POINT RESTRAINT ASSEMBLY WITH INERTIA REEL.
- *C/W ICA FOR PLANE POWER ALTERNATORS, OPS CHECKED GOOD, NO DISCREPANCIES NOTED AT THIS TIME.
- *C/W ICA FOR MICRO AERODYNAMICS STC SA00743SE VORTEX GENERATORS PLACARD ON INSTRUMENT PANEL STATES IF 5 OR MORE VG'S ARE DAMAGED OR MISSING, AC IS UNAIRWORTHY. ALL VG'S ARE ATTACHED AND UNDAMAGED AT THIS TIME.
- *C/W ICA FOR STEVE'S AIRCRAFT STC SA01026SE FUEL FILTERS. NO DISCREPANCIES NOTED AT THIS TIME. DUE RE-INSP AT ANNUAL OR 100 HR INSP (6985.5 ACTT).
- *AD 2009-13-06-R1: NOSE BAGGAGE DOOR, DOES NOT APPLY, PIPER LOCKS NOT INSTALLED.
- *AD 2009-13-06-R1: NOSE BAGGAGE DOOR LOCK KEY, DOES NOT APPLY; PIPER PARTS NOT INSTALLED.
- AD 2020-25-12: N/A; SUPERIOR CRANKSHAFT NOT INST.
- *ELT BATTERY REPL DUE 7/22. *C/W ICA FOR ARTEX ME406 ELT, NO DISCREPANCIES NOTED AT THIS TIME. ELT BATTERY DUE REPL 7/22. DUE REINSP WITHIN 100 HRS TIS (6985.5 ACTT). C/W 91.207(d).
- *TROUBLESHOT AND FOUND B-NUT LOOSE ON LINE FROM RIGHT FUEL SELECTOR TO RIGHT FUEL FILTER AT SELECTOR. TIGHTENED LINE. NO LEAKS NOTED AT THIS TIME.
- *REMOVED BATTERY AND SERVICED TO PROPER LEVEL. CLEANED AND REINSTALLED IN AIRCRAFT.
- *INST NEW CLEVIS FITTING ON RIGHT THROTTLE CABLE AND ADJUSTED.
- *FOUND TAXI LIGHT BRACKET BENT AND LOOSE. REMOVED AND RETURNED BRACKET TO CORRECT ALIGNMENT. REASSEMBLED ON AIRCRAFT. ADJUSTED MECHANISM THAT TRACKS LIGHT WITH NOSE WHEEL. LUBRICATED AND OPS CHECKED GOOD.
- *CLEANED SURFACE RUST AND PAINTED BALANCE WEIGHT ARM ON LEFT AND RIGHT AILERON.
- *RESTORED PLASTIC LENS ON TAIL NAV LIGHT BY LIGHT SANDING AND POLISHING, OPS CHECKED GOOD.
- *REPL POST LIGHT WITH SERVICEABLE UNIT AND NEW GE 330 BULBS. OPS CHECKED GOOD.
- *INST NEW GEAR HANDLE KNOB AND WIRE LIGHT TO AIRCRAFT WIRING, OPS CHECKED GOOD.
- *TROUBLESHOT INOP LEFT ALTERNATOR FAIL LIGHT, TRACED PROBLEM TO LOOSE CONNECTOR. CORRECTED WITH GOOD SECURE CONNECTOR, OPS CHECKED GOOD.
- *REPL LEFT MAIN GEAR DOWNLOCK SWITCH WITH NEW AND ADJUSTED. OPS CHECKED GOOD THROUGH SEVERAL CYCLES.
- *R/R OUTER RACES, PACKED NEW BEARINGS WITH GREASE AS REQUIRED.
- *TROUBLESHOT GEAR UP LIGHT PROBLEM, FOUND ALL SWITCHES ARE GOOD AND WIRING GOOD. PROBLEM WAS DUE TO NOSE GEAR UPLOCK SWITCH BRACKET PUSHED UP IN ACCIDENT. REALIGNED BRACKET AND ADJUSTED SWITCH, OPS CHECKED GOOD.
- *REMOVED LOWER NAV LAMP ON TAIL, CLEANED OFF CORROSION, OPS CHECKED GOOD.
- *SECURED HOSE ON DRAIN TUBE FOR INBD LEFT FUEL FILLER DRAIN.
- *REPL DEFECTIVE SEALS FOR FIREWALL WITH SERVICEABLE SEALS.
- *REMOVED EXCESSIVE PLAY IN NOSE GEAR FORK AND COLLAR FOR STEERING TO REMOVE NOSE GEAR SHIMMY.
- *DRAINED FUEL IN LEFT MAIN TANK AND REMOVED PANELS TO ACCESS FUEL SHUT-OFF LINKAGE AND SHUT-OFF VALVES. REMOVED LEFT MAIN FUEL SHUT-OFF. LINKAGE FOUND TO BE WORN (MOVE LEVER 5/16" WITH NO MOVEMENT OF SHAFT). REMOVED RIGHT MAIN FUEL SHUT-OFF VALVE LINKAGE. ADJUSTED MAIN CABLES FROM FUEL SELECTOR TO MAIN FUEL SHUT-OFF VALVE. TIGHTENED LINKAGES, OPS CHECKED FUEL SELECTORS, OPERATED CORRECTLY PER M.M. NO LEAKS NOTED AT THIS TIME.
- *RESEALED REAR PLUG ON RIGHT AUXILIARY TANK SHUT-OFF VALVE, OPS CHECKED, NO LEAKS NOTED AT THIS TIME.

FAX

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