

YEAR
20
DATE

REC
TACH
TIME



1350 Piedmont Dr
Downingtown PA 19335
610-322-2301

d Alteration
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YEAR
20
DATE

7/1/2025 N962WF Hobbs 3421.5

Serviced for annual inspection in accordance with Piper PA46 service manuals. Serviced engine for inspection. Opened inspection panels, removed interior. Jacked aircraft. Replaced L/R brake calipers, brake pads, brake pad shim/insulator, and brake piston insulators. Replaced nose tire and tube. Serviced landing gear. Performed retract test through multiple cycles. Cleaned fuel strainer, Sumped fuel drains. Lubricated controls as necessary. C/W FAR 91.207(d) ELT test and inspection. Battery out of date and unavailable. Replaced ELT for safety. New ELT ordered and MUST be replaced within 90 Days. ADs checked through this date.
I certify that this aircraft has been inspected in accordance with an annual inspection and was found to be in airworthy condition.

Greg Sanderson A&P [REDACTED] A [REDACTED]

Operations

number of
ries.)



785.354.7055
Billard Airport
Topeka, Ks 66616
R.S. # [REDACTED]
W.O. [REDACTED]
TT: 3283.5 HRS

Airframe Log
N962WF
PA46-350P
SN 4636203
01-12-2022
HOBBS: 3283.5 HRS

- INSPECTED ELT PER FAR 91.207, NO CORROSION WAS FOUND, INSTALLED NEW BATTERY PN 452-0130, SN 393180-013, OPS & FUNCTIONAL CHECKED OK. BATTERY DUE 12/2024.
- REPLACED BOTH VACUUM RELIEF FILTER & CENTRAL VACUUM FILTER.
- LUBRICATED AIRFRAME ROD ENDS, HINGES, BELL-CRANKS & LANDING GEAR I/AW PIPER MALIBU LUBRICATION CHART.
- CLEANED OUTFLOW & SAFETY VALVES.
- CLEANED FUEL STRAINER.
- CLEANED & INSPECTED WHEELS, REPLACED LT MAIN TIRE 6.00X6 8 PLY FLCII WITH NEW PN 606C86-6, SN 01760112, REPLACED LH BRAKE ROTOR WITH PN APS164-21600. BALANCED WHEELS.
- REPLACED RH HORIZONTAL DE-ICE VACUUM LINE WITH 14" NEW 3/8 LINE, INSTALLED 2 NEW HOSE CLAMPS PN 6204008, INSTALLED NEW DE-ICE BOOT PN SMR5164-06, SN 1175, APPLIED CONDUCTIVE CEMENT.
- REPLACED LH BRAKE CALIPER PN MS28775-222 PACKINGS.
- INSPECTED ALTERNATE AIR VALVE & SHAFT, REPLACED BEARINGS WITH NEW PN 89721-036 (RH) & 89721-035 (LH), RIVETED ONTO AIR BOX, & INSTALLED ONE NEW PN 84032-007 LEVER ASSY FLAP.
- DRILLED OUT CHERRY MAX RIVETS, RE-DRILLED TO NEXT LARGER SIZE & RE-RIVETED BAGGAGE DOOR EXTEND BRACKET WHERE IT ATTACHES TO DOOR FRAME.
- FABRICATED & INSTALLED NEW PIECE OF BAFFLING AROUND STARTER ADAPTER.
- CLEANED DEBRIS FROM LT SUMP DRAIN, TIGHTENED SUMP DRAIN INTO HEADER TANK.
- CLEANED, RETREATED, & TESTED ALL BOOTS.
- REPLACED PINS PN S1635-1, SOCKETS PN 51636-1 ON EACH SIDE, & INSTALLED NEW PLUGS PN S1638-1 & SA1638-2 ON EMERGENCY EXIT LIGHT.
- REPLACED ONE STATIC WICK PN 456-904 & ONE STATIC WICK COVER PN C592001-0203.
- APPLIED NEW SILICONE & SEAL PN 686-045 ON EMERGENCY EXIT.

Continued on next
page

Continued from previous page

- YEAR 20 DATE
1. DRILLED OUT 6 LOOSE RIVETS & REPLACED WITH 6 OVERSIZE #5 CHERRY MAX ON BOTTOM OF WINGS AT LT WING/FUSELAGE.
2. C/W SL1131A BY LUBRICATED LH & RH AILERON SECTOR NEEDLE BEARINGS & SELF ALIGNING BEARINGS I/AW PIPER SL 1131A. NEXT DUE: 3383.5 HRS OR 12/2022.
3. C/W SL 1135 BY INSPECTING ALL CONTROL CABLES AND PULLEYS I/AW SERVICE LETTER 1135. NO DISCREPANCIES NOTED AT THIS TIME. NEXT DUE: 3383.5 HOBBS.
4. C/W PIPER SB 1103F ENGINE MOUNT INSPECTION. NO CRACKS FOUND AT THIS TIME. CLEANED, PRIMED AREA. PERFORMED FUNCTIONAL CHECKS & FLIGHT CHECKS, OPERATIONS ARE

DISCREPANCIES NOTED AT THIS TIME. 6-350P MM LUBE CHART. E & STEERING ARM ON AND WAS

AUTHORIZED RELEASE CERTIFICATE
FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

MidContinent
INSTRUMENTS-AVIONICS

1. Issuing Office Address
FAA/United States

2. Description
Piper Super

3. Part Number
985-00178, 2200
KS-270C

4. Serial Number
8813

5. Date of Issue
27/Jan/2022

6. Signature
Kelly McCoy

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THE WORK ORDER REFERENCED DESCRIBES THE ACTUAL WORK PERFORMED.
ALL WORK WAS PERFORMED REF. MANUAL # 006-15618-0000 / 1 / 14 Sep 2021

INCOMING MOD STATUS: 1,2,3,4,5,6,7,8,9
OUTGOING MOD STATUS: 1,2,3,4,5,6,7,8,9

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine certification issued in accordance with the national regulations of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations of the country specified in Block 1.

FAA Form 8130-3 (03-14)