

*The Standard*  
**AIRCRAFT LOG**

**ASA-SA-2**

# Aircraft Record General Information

Manufacturer PIPER Model PA32-300  
Serial 32-7640121 Registration Number N4775F

Date of Manufacture \_\_\_\_\_

## Engine(s) currently installed:

Manufacturer LYCOMING Model I0-540-K1G5 Serial \_\_\_\_\_

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

## Propeller(s) currently installed:

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_

HUB Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

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YEAR 2014 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
3-24-14	2108.56		2108.56	Opened 2 <sup>nd</sup> Airframe Log Book 03-24-2014 AF Total Time: 2108.56 Tach: 2108.56

03-24-2014

N4775F

Tach: 2108.56

Resealed nose strut serviced with nitrogen and hydraulic oil. All work done IAW Piper parts and service manuals.

A&P3646778




DEER HORN AVIATION, LTD., CO.

April 22, 2014

N4775F Piper PA-32-300 S/N: 32-7640121

1. Serviced the NLG strut with nitrogen.

This Aircraft is approved for return to service for the work performed. Pertinent details of the work accomplished on this aircraft are on file at this agency under work order number M4775F10.

Donald B. Brady 

AP3474356

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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**LOGBOOK ENTRY FORM**  
**QUALITY AVIONICS**  
**9619 WRIGHT DRIVE**  
**MIDLAND, TEXAS 79711**

FAA REPAIR STATION QA9R719J

6/10/2014 PIPER PA32-300 S/N 32-7640121 N4775F TACH: 2121.1 HRS  
 TESTED ALTIMETER P/N 5934P-1 S/N G343 FOR ACCURACY IN ACCORDANCE WITH FAR  
 91.411 PART 43 APPENDIX E TO 20KFT. AD 74-24-13 AND AD 86-05-02 N/A BY SERIAL  
 NUMBER. TESTED TERRA AT-3000 ENCODER FOR ACCURACY IN ACCORDANCE WITH FAR  
 91.411 AND FOR ACCURACY CORRESPONDENCE IAW FAR 91.217b. TESTED KING KT-78  
 TRANSPONDER FOR PROPER OPERATION IN ACCORDANCE WITH FAR 91.413 PART 43  
 APPENDIX F. TESTED PITOT/STATIC SYSTEM FOR LEAKS IN ACCORDANCE WITH FAR  
 91.411. SEE ATTACHED CERTIFICATION TAGS. SIGNED Donald Harper  
 QUALITY AVIONICS FAA REPAIR STATION QA9R719J

DEER HORN AVIATION, LTD., CO.

November 29, 2013

N4775F Piper PA-32-300 S/N: 32-7640121

1. Repaired the vertical fin beacon light mounting plate and replaced the beacon light with new, PN: 01-0770019-20.

This Aircraft is approved for return to service for the work performed. Pertinent details of the work accomplished on this aircraft are on file at this agency under work order number 4775F08.

Donald B. Brady Donald B. Brady

AP3474356

YEAR 20 ____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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DATE: 8 Dec 2014

T.T.:  
H.M.: 2240.1  
TACH: 2128.21

LOG BOOK ENTRY  
DEERHORN AVIATION  
MIDLAND, TEXAS

REG. NO.: N4775F  
MFG: Piper  
MODEL: PA-32-300  
S/N: 32-7640121

Replaced rt. and lt. ailerons with new P/N: 68129-01 (rt.) and 682-129-00 (lt.). Replaced (4) aileron hinges. P/N: 62371-008. Replaced rt. outboard aft wing tip rib P/N: 65020-07. Replaced rt. wing tip fuel tank assembly with overhauled P/N: 9815-005. See FAA Form 8130-3, dated: 14 Aug 2014 by Aero Glass, Inc., Cert#: D9LR272N, W/O# 7727. Replaced rt. fuel transmitter gasket P/N: MC462-021. Replaced rt. and lt. wing tip fuel sump valves with P/N: CCA 1550. All repairs made IAW Piper Cherokee Six 300 ASM (Rev: 27 March 2008) Section 4-19 and AC 43.13-1B, Sections 4-50 and 4-57.

Ailerons and wing tip fuel tank prepared for paint IAW FAA AC 65-15A Chapter 4 and painted the following colors IAW paint manufacturer's specifications:

Matterhorn White	570-535	Jet-Glo
Ming Blue	10714	Acry-Glo
Platinum	10510	Acry-Glo

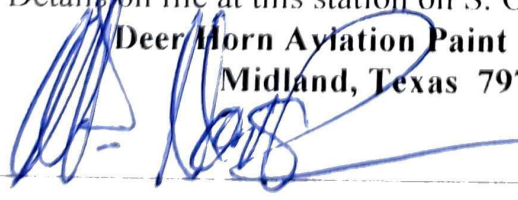
Ailerons balanced after paint IAW Piper ASM Sections 4-31, 4-35 and table IV-II and determined to be within manufacturer's limits. Ailerons and wing tip fuel tank re-installed IAW ASM Sections 4-4 (wing tip) and 4-6 (ailerons). Functional test of wing tip navigation and anti-collision lights satisfactory. Exterior placards installed as required.

**Maintenance Release**

Aircraft approved for return to service only for the work performed.  
Details on file at this station on S. O. P7635 Date: 8 Dec 2014

**Deer Horn Aviation Paint & Interior**  
Midland, Texas 79711

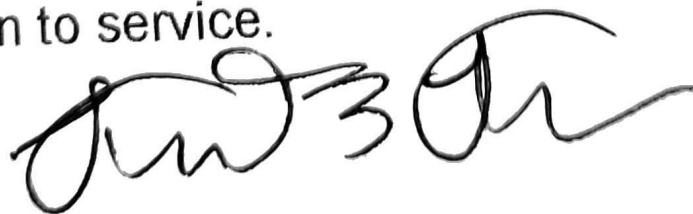
Signature and A&P

 A&P 3436520

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back pages for other specific entries.)</small>
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04/18/2015 N4775F 1976 Piper Cherokee Six s/n 32-7640121  
Tach 2133.55 TT 2133.55 Performed Annual inspection IAW Part 43 App D,  
using a prepared checklist, replaced ELT battery and tested ops I/A/W 91.207d,  
battery due JULY 2017, placed the aircraft on jacks, serviced wheel bearings and  
brakes, lubed flight controls, installed PMA'd Whelen PLED1L landing lamp,  
complied with AD's:  
76-07-12 by ops checks, next due 100 hrs,  
78-23-01 by inspection and ops checks, next due NTE 100 hours TIS,  
84-26-02 does not apply, affected equipment is not installed  
04-10-14 C1 is not due by occurrence,  
11-26-04 by inspection, next due 100 hrs NTE 110 hours,  
05-12-06 not due, compliance is next due at Tach 2472.15 (500 hours),  
13-02-13 by inspection I/A/W MSB 1245A, next due NTE 2000 hrs / 7 years  
15-02-07 does not apply, by model and application  
ground ops checks, test run, mag and ignition switch ops checks, leak  
checks, I certify this AIRCRAFT has been inspected IAW an Annual  
inspection and was determined to be in airworthy condition on this date  
and is approved for return to service.

Quality Aircraft Services  
A+P26444788IA



YEAR 20 ____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DATE: 27 July 2015  
 T.T.:  
 H.M.: 2240.1  
 TACH:

LOG BOOK ENTRY  
 DEERHORN AVIATION  
 MIDLAND, TEXAS

REG. NO.: N4775F  
 MFG: Piper  
 MODEL: PA-32-300  
 S/N: 32-7640121

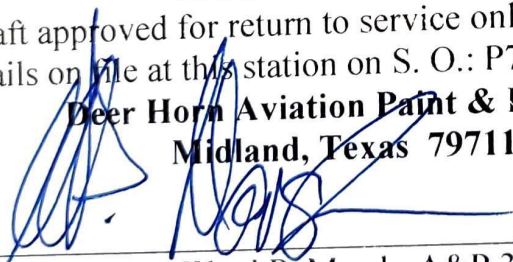
Removed R/H wingtip fuel tank. Tank repaired by Aero Glass, Inc. Approval/Certificate #: D9LR272N. See FAA Form 8130-3 W/O#: PPP-6/15, dated: 16 July 2015. Wingtip fuel tank re-installed IAW Piper Cherokee Six 300 ASM (Rev: 27 March 2008) Section 4-4. Wingtip anti-collision/nav light operation satisfactory. Removed rudder. Replaced rudder main spar P/N: 63543-00 IAW AC43.13-1B/2B Chapter 4-57 (Riveting Standard Practices) as required by ASM Section 4-19 (Structural Repairs) using existing rivet pattern and fastened with MS20426AD-x-xx, MS20470AD-x-xx solid rivets and CR3243-x-xx Cherry Max rivets as required. (Note: Use of Cherry Max rivets limited to OEM locations). Rudder balanced IAW ASM Table IV-II and determined to be within manufacturer's limits. Rudder re-installed on aircraft IAW ASM Section 4-9.

**Maintenance Release**

Aircraft approved for return to service only for the work performed.  
 Details on file at this station on S. O.: P7665 Date: 27 July 2015

**Deer Horn Aviation Paint & Interior**  
**Midland, Texas 79711**

Signature and A&P

 **A&P 3436520**

Ward P. Marsh, A&P 3436520


YEAR  
20  
DATE

RECORDING  
TACH  
TIME

TODAY'S  
FLIGHT

TOTAL  
TIME IN  
SERVICE

**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back pages for other specific entries.)

05/10/2016 N4775F 1976 Piper Cherokee Six s/n 32-7640121  
Tach 2240.00 TT 2240.00 Hobbs 2240.1

Performed Annual inspection IAW Part 43 App D, using a prepared checklist, inspected the ELT and battery and tested ops I/A/W 91.207d, battery due JULY 2017, placed the aircraft on jacks, inspected and serviced wheel bearings, replaced all 8 brake linings using new Cleveland p/n:066-10500 linings, serviced brake fluid level, replaced the left and right main tires and tubes using new Condor p/n: 072-314-0 tires, s/n: 5205S00038 left and s/n: 5156S00007 right and new Michelin Air tubes, replaced the front and rear mufflers using newly overhauled Nicrocraft mufflers p/n: PJM0004, s/n: JOK68-0005 and s/n: I1560-0006, replaced the #1 and #5 cylinder exhaust risers using new Knisley Welding units p/n: K38137-07 s/n: 238616 and K38137-05 s/n: 240428 respectively, replaced all 6 exhaust gaskets using new p/n: 77611 no blow gaskets, inspected and lubed flight controls, re-attached the cabin vent hose to the cabin duct, repaired the wiring to the Hobbs meter, tested the Aircraft lighting and serviced and charged the Aircraft battery,

complied with AD's:

76-07-12 by ops checks, next due 100 hrs,

78-23-01 by inspection and ops checks, next due NTE 100 hours TIS,

04-10-14 C1 is not due by occurrence,

15-19-07 by inspection, next due NTE 110 hours,

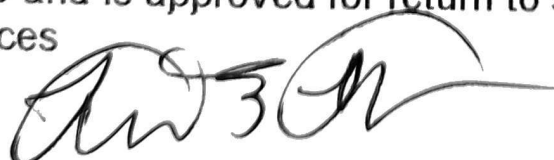
05-12-06 not due, compliance is next due at Tach 2472.15 (500 hours),

13-02-13 is next due NTE 2000 hrs / 7 years

ground ops checks, test run, magneto and ignition switch ops checks, leak checks, I certify this AIRCRAFT has been inspected IAW an Annual inspection and was determined to be in Airworthy condition on this date and is approved for return to service.

Quality Aircraft Services

A+P26444788IA





YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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**LOGBOOK ENTRY FORM**  
**QUALITY AVIONICS**  
**9619 WRIGHT DRIVE**  
**MIDLAND, TEXAS 79711**

**FAA REPAIR STATION QA9R719J**

6/24/2016 PIPER PA32-300 S/N 32-7640121 N4775F TACH: 2260 HRS  
 TESTED ALTIMETER P/N 5934P-1 S/N G343 FOR ACCURACY IN ACCORDANCE WITH FAR  
 91.411 PART 43 APPENDIX E TO 20KFT. AD 74-24-13 AND AD 86-05-02 N/A BY SERIAL  
 NUMBER. TESTED TERRA AT-3000 ENCODER FOR ACCURACY IN ACCORDANCE WITH FAR  
 91.411 AND FOR ACCURACY CORRESPONDENCE IAW FAR 91.217b. TESTED KING KT-78  
 TRANSPONDER FOR PROPER OPERATION IN ACCORDANCE WITH FAR 91.413 PART 43  
 APPENDIX F. REPAIRED STATIC SYSTEM LEAK AND TESTED PITOT/STATIC SYSTEM FOR  
 LEAKS IN ACCORDANCE WITH FAR 91.411. ZEROED #1 AND #2 VORS IN AIRCRAFT. BOTH  
 CHECK GOOD +/- 1 DEGREE. SEE ATTACHED CERTIFICATION TAGS.

SIGNED

*Donald Hayden*

QUALITY AVIONICS FAA REPAIR STATION QA9R719J

YEAR  
20  
DATE

RECORDING  
TACH  
TIME

TODAY'S  
FLIGHT

TOTAL  
TIME IN  
SERVICE

**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

06/10/2017 N4775F 1976 Piper Cherokee Six s/n 32-7640121  
Tach 2298.5 TT 2298.5 Hobbs 2302.7

Performed Annual inspection IAW Part 43 App D, using a prepared checklist, replaced the ELT and battery and tested ops I/AW 91.207d, battery due AUG 2019, placed the aircraft on jacks, inspected and serviced wheel bearings, inspected the brake calipers, linings and the master cylinders and serviced brake fluid level, serviced tire pressures per the POH, inspected and lubed flight controls, tested the Aircraft lighting and serviced and charged the Aircraft battery, replaced the Aircraft fire extinguisher mount and replaced the fire extinguisher with a new H&R Aviation p/n: A344T 1.25lb Halon unit from Aviall-Hou.,  
complied with AD's:

76-07-12 by inspection and ops checks, next due 100 hrs,  
78-23-01 by inspection and ops checks, next due NTE 100 hours TIS,  
95-26-13 is not due, next due Tach 2999 or 07/2020 (8 yrs or 1000 hrs)  
04-10-14 C1 is not due by occurrence, (Prop Strike occurrence),  
15-19-07 by inspection, next due NTE 110 hours,  
05-12-06 not due, compliance is next due at Tach 2472.15 (500 hours),  
13-02-13 is next due Tach 4077 or 10/2020 (NTE 2000 7 years or 2000 hrs)

ground ops checks, test run, magneto and ignition switch ops checks, leak checks, I certify this AIRCRAFT has been inspected IAW an Annual inspection and was determined to be in Airworthy condition on this date and is approved for return to service.

Quality Aircraft Services  
A+P26444788IA




YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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I certify that the altimeter, automatic pressure altitude reporting system and the static system tests required by FAR 91.411 and FAR 91.217 have been performed and comply with Appendix F of Part 43. Tested to 20,000 feet.  
 Date: 3/23/18 W/O#: 18M136  
 Reg# N: 4775F A/C time: 2393.4 (H)  
 Signed: [Signature]

I certify that the transponder test and inspection required by FAR 91.413 has been performed and found to comply with Part 43, Appendix F.  
 Unit: KT-78 S/N: 34417  
 Date: 3/23/18 A/C Time: 2393.4 (H)  
 Reg # N: 4775F W/O#: 18M137  
 Signed: [Signature]

# EDWARDS



MONTANA JET CENTER

1691 Aviation Place Billings, MT 59105  
 Certificated Repair Station HSRR811E

Date: 6/10/2019; Aircraft: N4775F; Type: PIPER PA-32-300; S/N: 32-7640121; Tach: 2446.34; Total Time: 2446.34

## AIRFRAME LOG

Removed alternator, P/N 3656624, S/N 8120659 from aircraft. Installed Hartzell Alternator, P/N 10-1051, S/N H-5082072. Associated brackets for the Hartzell alternator were also installed.

Complete details of work accomplished on this aircraft are on file at this agency under Work Order 22333. A copy has been provided to the owner.

The maintenance identified above has been inspected and the aircraft is approved for Return To Service.

For Edwards Jet Center:

Signed: [Signature]

# EDWARDS



1691 Aviation Place Billings, MT 59105  
Certificated Repair Station HSRR811E

Date: 10/01/2018; Aircraft: N4775F; Type: PIPER PA-32-300; S/N: 32-7640121; Tach: 2405.64; Total Time: 2405.64

## AIRFRAME LOG

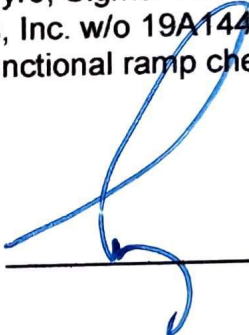
1. Completed 100 Hour Inspection of Airframe per EJC 100 Hour/Annual Inspection Checklist, Form 1015.
2. Inspected and tested ELT system in accordance with FAR91.207(d). No defects noted. Next due: 31 October 2019 (12 mths).
3. Verified by inspection that AD2017-14-04 is not applicable to this aircraft. Oil lines are all "Type D" hoses.
4. Complied with AD2005-12-06 (Amendment 39-14122) by inspecting the LH and RH magneto snap-ring impulse coupling assemblies for wear using paragraphs 1.2 through 1.4.5 of the Detailed Instructions of TCM Mandatory Service Bulletin No. MSB645, dated April 4, 1994. No defects noted. Recurring every 500 Hours TIS. Next due: 2905.64 TTAF.
5. Perform the 500 Hour Inspection of the LH and RH magnetos.
6. Complied with AD78-23-01 (Amendment 39-3330) by inspecting the Fuel Drain Lever Cover Assembly and ensuring it prevents actuation of the lever when closed. Recurring every 100 Hours TIS. Next due: 2505.64 TTAF.
7. Complied with AD76-07-12R1 (Amendment 39-3024) by performing a function test of Bendix ignition switch. No defects noted. Recurring every 100 Hours TIS. Next due: 2505.64 TTAF.
8. Complied with AD2015-19-07 (Amendment 39-18269) by inspecting the fuel injector fuel lines and clamps in accordance with Lycoming Engines Mandatory Service Bulletin No. 342G, dated 16 July 2013. No defects noted at this time. Recurring every 110 hours. Next due: 2515.64 TTAF.
9. Installed new noise filter, PN S1915-2, on alternator.

Pertinent details of work accomplished on this aircraft are on file at this agency under Work Order 21715.

I certify that this AIRFRAME has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.

For Edwards Jet Center:

Signed: \_\_\_\_\_

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<div data-bbox="839 279 1419 406" data-label="Image"> </div> <div data-bbox="1425 279 2067 391" data-label="Text"> <p>1651 Aviation Place Billings, MT, 59105            PH: (406) 259-5006 FAX: (406) 252-4369            C.R.S. NH2R031L <a href="http://www.aerotrionics.com">www.aerotrionics.com</a></p> </div> <div data-bbox="907 422 2040 470" data-label="Text"> <p><b>N4775F Piper PA32-300 S/N 32-7640121 2449.4 hrs Hobbs 2437.19 hrs Tach</b></p> </div> <div data-bbox="839 502 1999 734" data-label="Text"> <p>Removed this date the vacuum-driven directional gyro Edo-Aire Mitchell model 4000C-4 p/n 1U262-003-34 s/n 74777F manufactured for Century Flight Systems as their model 52D54-2 (Directional gyro precesses excessively). Installed a serviceable used loaner gyro, Sigma-Tek model 4000C p/n 1U262-003-34 s/n T75157R-see Aerotrionics, Inc. w/o 19A144 for details. Following installation, the subsequent ground run functional ramp check passed.</p> </div> <div data-bbox="839 798 1999 981" data-label="Text"> <p>Gordon Dewey 2369526  W/O <u>19A144</u> Dated <u>6/4/19</u></p> </div>

**Repairs and Alterations**


and Certificate Number of  
s for other specific entries.)

Place Billings, MT, 59105  
259-5006 FAX: (406) 252-4369  
R031L [www.aerotronics.com](http://www.aerotronics.com)

hrs Hobbs 2437.19 hrs Tach

o Edo-Aire Mitchell model  
r Century Flight Systems  
ssively). Installed a  
b/n 1U262-003-34 s/n  
ollowing installation, the

9144 Dated 6/4/19

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p style="text-align: center;">  <span style="float: right;">1651 Aviation Place Billings, MT, 59105 PH: (406) 259-5006 FAX: (406) 252-4369 C.R.S. NH2R031L <a href="http://www.aerotronics.com">www.aerotronics.com</a></span> </p> <p style="text-align: center;"><b>N4775F Piper PA32-300 S/N 32-7640121 2488.2 hrs Hobbs 2472.18 Tach</b></p> <p>Removed the existing avionics equipment, the existing engine gauges and fuel quantity indicators as well as all four factory resistive fuel quantity tank senders, the existing flight instrumentation, the two analog clocks, the pneumatic gyro instruments' vacuum system (Edwards Jet Center removed the actual engine-driven vacuum pump), the factory rocker switches for the bus and lighting circuitry and engine circuits, the factory dimmer supply circuits and the factory-installed circuit breakers for the battery bus and avionics installed. Removed also, the 121.50 MHz ELT system. See the aircraft Equipment List for details.</p> <p>Installed a Garmin G3X Touch dual screen EFIS system comprising of dual Garmin GDU-460 10.4" landscape orientation displays, along with the Garmin EIS engine instrumentation system as per the Garmin STC SA01899WI and FAA AML listing and pertinent parts of AC 43.13 Part 1B &amp; 2B. The optional SiriusXM Weather and Radio Receiver Garmin GDL-51R was also installed. The backup WAAS GPS sensor within the LH GDU-460 was interfaced to a Garmin GA-37 WAAS GPS/SiriusXM combo antenna shared with the optional GDL-51R satellite receiver, as per the Garmin STC SA02018SE-D. The display units were installed in a new flight instrument panel fabricated out of 2024-T3 0.080 Alclad aluminum, painted and labeled referencing the aircraft Limitations section of the POH as well as the FAA Type Certificate Data Sheets for this airframe. The new instrument panel was mounted with new AN hardware and mounted to the original removed instrument panels' mounting locations. See FAA Form 337. See F.A.R. 91.411 signoff sticker below.</p> <p>Installed a Garmin GMA-350c audio/marker beacon panel as per the Garmin GMA-350/350c/350H/350Hc Installation Manual document # 190-01134-11 Rev. L dated March 2020 and pertinent parts of AC 43.13 Parts 1B &amp; 2B.</p> <p>Installed a Garmin GTN-650 Nav/Comm/WAAS GPS system as per the Garmin STC SA02019SE-D and pertinent parts of AC 43.13 Parts 1B &amp; 2B. Installed also a Garmin GA-35 WAAS GPS antenna for the WAAS GPS sensor, as per the Garmin STC SA02018SE-D. See FAA Form 337.</p> <p>Installed a Garmin GNC-255A Nav/Comm system as per the Garmin GTR-225/GNC-255 TSO Installation Manual document number 190-01182-02 Rev. H dated September 2017 and pertinent parts of AC 43.13 Parts 1B &amp; 2B. Interfaced the system into the G3X touch PFDs and the GI-275 EFIS/CDI. The navigation antenna interface for this unit as well as the Nav receiver within the GTN-650, was accomplished with installation of a Comant CI-507 nav receiver couple and a Garmin "Mini-Circuits" nav antenna splitter, as per the Garmin GTN 6XX installation manual.</p> <p>Installed a Garmin GTX-345R remote Mode S/ADS-B OUT + IN transponder as per the Garmin STC SA01714WI, and pertinent parts of AC 43.13 Parts 1B &amp; 2B. See F.A.R. 91.413 signoff sticker below.</p> <p>Installed a Garmin G5 Electronic Flight Instrument as per the Garmin STC SA01818WI, and pertinent parts of AC 43.13 Parts 1B &amp; 2B. This unit is utilized as a backup for the G3X Touch LH GDU screen, as well as serving as the attitude input to the GFC-500 autopilot.</p> <p>Installed an Ack Technologies' E-04 406MHz ELT system with a E-04.8 whip antenna, as per the Ack Technologies' E-04 Installation and Operation Manual document # E04M Rev. 1.10 dated 06/26/2020 and pertinent parts of AC 43.13 Parts 1B &amp; 2B. The ELT was installed on the aft avionics equipment shelf, newly-fabricated for this avionics retrofit. This ELT transmitter Hex I.D. is 2DC88 AE368 FFBFF. Following installation, an annual ELT inspection as per F.A.R. 91.207d items (1) - (4) was performed and passed. The ELT transmitter battery pack is next due for replacement by August 12, 2024.</p> <p style="text-align: center;"><b>* LOGBOOK ENTRY CONTAINED NEXT PAGE *</b></p>

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
		<b>* CONTINUATION FROM PREVIOUS LOG PAGE *</b>		
		<p>Installed a cabin-located USB charging port, Mid-Continent Instruments &amp; Avionics model TA202 p/n 6430202-16 as per the MCICo/True Blue Power TA202 Series High Power USB Charging Port document # 9017899 Rev. J dated June 30, 2020 and pertinent parts of AC 43.13 Parts 1B &amp; 2B. There are no listed periodic scheduled maintenance or calibration necessary for Continued Airworthiness. If the unit fails to perform to specifications, the unit must be removed and serviced by MCICo or their authorized designees.</p>		
		<p>Installed two each Dual MaxDim p/n 9100-001-C solid-state dimmer supplies, as per the Seaton Engineering Corp. STC SA01800SE and Seaton Engineering document 9150-003 Rev. A dated September 23, 2009 as well as pertinent parts of AC 43.13 Parts 1B &amp; 2B. There are no listed Instructions for Continued Airworthiness; "MaxDim p/n 9100-001-C Light Dimming Controllers, manufactured by Seaton Engineering Corporation have no repairable parts and if a failure occurs, the part must be replaced in its entirety."</p>		
		<p>Installed a Mid-Continent Instruments &amp; Avionics' digital chronometer with high-power USB charging ports, model MD-93H p/n 6420093-2 as per the Mid-Continent Instruments &amp; Avionics MD93 Series Installation Manual &amp; Operating Instructions document number 9018205 Rev. E dated October 30, 2018 and pertinent parts of AC 43.13 Parts 1B &amp; 2B. The clock was mounted in the instrument panel, in the area vacated by the removed analog clock.</p>		
		<p>Installed wiring connections to the client-supplied Ceis, Inc. CC-Series fuel tank level sending units, in accordance with the Ceis, Inc. STC SA02511SE and pertinent parts of AC 43.13 Parts 1B &amp; 2B. Two each of Ceis, Inc. p/n C2284022-0810-101 and -102 fuel level sensors were installed by Edwards Jet Center, into the main and wingtip fuel tanks. Wiring between the Garmin EIS system GEA-24 engine adapter and the Ceis, Inc. fuel level sending units was performed following the Cies, Inc. STC SA02511SE Installation Manual &amp; Instructions for Continued Airworthiness, document number CC-TR-2840-031 Rev. E dated November 19, 2019. Following installation, the fuel level capacity calibrations as per the Garmin EIS GEA-24 installation instructions were followed and passed.</p>		
		<p>Installed Honeywell backlit rocker-style switches for the bus', external lighting and engine accessories' control circuits, in the fabricated aluminum lower instrument panel, along with all new Klixon pullable circuit breakers connected to new copper bus bar stock. Installation was per pertinent parts of AC 43.13 Parts 1B &amp; 2B.</p>		
		<p>Following the installation, the ground ramp checks and subsequent flight checks required of the manufacturers' STCs were performed and passed. Copies of all applicable AFMS were inserted into the Piper POH/AFM and the associated STC paperwork was all included with the aircraft permanent records. The aircraft Weight &amp; Balance was recomputed and the Equipment List was revised.</p>		
		<p>Removed the existing Piper Altimatic IIIc factory-installed two axis autopilot with manual electric trim. Installed a Garmin GFC-500 3-Axis autopilot system with the optional electric Autotrim, per the Garmin STC SA01866WI, following the Garmin GFC-500 Autopilot with Electronic Stability and Protection Part 23 AML STC Installation Manual document number 190-02291-00 Rev. 13 dated June 18, 2020, the Garmin Master Drawing List for the GFC-500 Autopilot with Electronic Stability and Protection Part 23 AML STC document number 005-01264-00 Rev. 36 dated 6/30/2020, and the Garmin GFC-500 Install Manual Addendum for the Piper Cherokee Six Drawing set number 190-02291-46 Rev. 3 dated 5/4/2020. Post-installation Configurations were performed referencing the Garmin GFC-500 Gain Addendum for the Piper Cherokee Six document number 005-01470-46 Rev. 1 dated 4/28/2020.</p>		
		<b>* LOGBOOK ENTRY CONTINUED NEXT PAGE *</b>		

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p style="text-align: center;">★ CONTINUATION FROM PREVIOUS LOG PAGE ★</p> <p>Following the installation, the ground ramp checks and subsequent flight checks required of the manufacturer's STC were performed and passed. A copy of the Garmin GFC-500 AFMS Drawing number 190-02291-47 Rev. 2 dated 12/16/2019, was inserted into the Piper POH/AFM and the associated STC paperwork was all included with the aircraft permanent records. The aircraft Weight &amp; Balance was recomputed and the Equipment List was revised.</p> <p>Removed the original "glareshield" provided by the manufacturer, being vinyl glued to the top of the instrument panel. Over the years, this material cracked and deteriorated to a point it became useless as a glareshield and an eyesore for the owner.</p> <p>Disconnected the two SCAT hoses from the two defrost outlets on the underside of the existing glareshield base and removed the defrost diffusers from the glareshield area. Installed an Aircraft Door Seals, LLC model PA32 Glareshield, as per the included installation instructions. The new glareshield is fabricated from lightweight temperature-stabilized 0.40 Lexan (polycarbonate) and covered with FAA approved 1/8 inch high density foam rubber and FAA approved non-glare vinyl. Fabrication of the glareshield was performed by FAA certified Repair Station GK9R762J located at Sundance Airpark, Yukon, OK. This replaces the original vinyl glued to the top of the original panel.</p> <p>The existing SCAT tubes were reattached to the two defrost outlets on the underside of the existing glareshield base. The defrost duct diffusers were attached to the new glareshield with the supplied AN hardware. The final inspection passed. As per the Aircraft Door Seals' documentation, there is no ICA required. Total weight of the new glareshield is 20oz. and thus will not require a change to the aircraft Weight &amp; Balance.</p> <p>A lighting strip was glued via 1300L, to the bottom lip of the newly-installed glareshield. This lighting strip was supplied by Superior Panel Technology, model SPT LED Light Strip. The installation followed the Superior Panel Technology Equipment Installation Manual SPTLEDSW Under Glare-Shield Lighting documentation. The power source for this lighting strip was wired to the installed STC'ed Seaton MaxDim dimmer power supply channel. This lighting strip is traceable as the OEM equipment supplied to Piper Aircraft as Piper p/n 472-539 LED Light Strap SPTLEDSW28. A copy of the Vendor Print Approval Form from Piper Aircraft, Project No. Y36028 for Vendor Superior Panel Technology, for use on Piper PA34-220T, PA44-1870 and PA28-181 aircraft manufactured by Piper Aircraft, is on file for traceability at this Repair Station. A copy of the Skandia Horizontal Flammability Test Results, under their W/O 337485-18 dated 02/02/2018, is also on file at this Repair Station.</p> <p>Following installation, the subsequent final inspection and functional ramp test passed. The aircraft Weight &amp; Balance change for this lighting strip is deemed negligible.</p> <p>Removed the original installed Grimes' wingtip position lamp assemblies as well as the Whelen wingtip strobe lamps assemblies along with the associated Whelen strobe lights power supply. Installed new Whelen ORION 650 Series Wingtip Position/Anti-Collision Lighthouse assemblies, models OR6501G (RH) and OR6501R (LH) in the location of the removed wingtip lamp assemblies. Installation is per the Whelen Engineering Company Installation Guide Form No. 14718.</p> <p>The existing Tailfin-mounted Grimes' rear navigation light and Whelen Fin Tip strobe lamp assembly were both removed. The existing factory tailfin cap was removed and replaced with a Texas Aeroplastics' PMA'ed direct-replacement for the Piper p/n 38222-000 vertical fin cap, "plain". This facilitates a clean look and streamlined appearance. A Whelen Engineering LED Tail Position/Anti-Collision Light Assembly model OR5001V was installed in the location of the removed navigation lamp assembly. The LED light assembly was installed per the Whelen Engineering Installation Guide Form No. 14709A. Both the LED assemblies' models were installed as per Whelen Aerospace Technologies' STC SA800EA and pertinent parts of AC 43.13 Parts 1B &amp; 2B. The subsequent functional ramp tests passed. The aircraft Weight &amp; Balance was recomputed and the Equipment List was revised. See FAA Form 337.</p> <p style="text-align: center;">★ LOGBOOK ENTRY CONTINUED NEXT PAGE ★</p>



YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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**★ CONTINUATION FROM PREVIOUS LOG PAGE ★**

Removed the original installed VHF Nav receiving Antenna from the top of the vertical stabilizer. Installed a reconditioned set of Dome and Margolin p/n DMN48-1 Balanced Loop Antennas, as per the Harris (formally Dorne & Margolin) DM N48-Series VOR/Loc Balanced Loop installation instructions document # 00752-467841/28 Rev. B, as well as pertinent parts of AC 43.13 Parts 1B & 2B. The balanced loop antennas were mounted mid-height towards the rear of the fuselage, on each side of the fuselage. Aluminum 2024-T3 doublers were fabricated and riveted in place, for the fuselage skin at the location of the antennas. The subsequent functional ramp check of the navigation receivers passed. The aircraft Weight & Balance was recomputed and the Equipment List was revised.

Removed the originally-installed VHF comm antennas from the top of the fuselage. Installed two new direct-replacement VHF comm antennas, Comant model CI-139 s/ns 630371 and 630372. Following installation, the VSWR testing and the ramp check of the VHF comm transceivers installed, passed. There is no change to the aircraft Weight & Balance.

Assisted Edward Jet Center with the removal of the factory-installed Piper "Super Cabin Sound Proofing" materials and assisted partially with the installation of the SoundEx Products insulation materials, consisting of Kits' p/n SX-1000, SX-580F, SX-375 and associated supplies with the kit. Installation followed the SoundEx Plane Patterns Installation Chart, PA32-34, Cherokee 6, included in SoundEx p/n PP-18 PA32-300 kit.. Edwards Jet Center will be responsible for installation paperwork and final return to service.

Removed the original hourmeter and installed a factory new hourmeter Hobbs p/n 85094. **The new hourmeter installed shows 0.0 hrs at time of installation.**

Removed the original Airpath C2200 series wet compass due, to aging and cosmetic deterioration and installed a factory new compass assembly, Airpath p/n C2200-L4 s/n AS-17292. Following installation, a subsequent ground engine run was performed and the compass compensator was adjusted to minimize errors. A new compass correction factor card was filled out and installed in clear view of the pilot. **This procedure satisfies the compliance with a compass swing and procedures followed F.A.R. 23.1327 and 23.1547 utilizing steps outlined in AC 43.13 Part 1B ch 12 Section 3, para 12-37.**

Amended the original primary installation package, removing a previously-prewired Garmin GI-106B mechanical CDI and installing a newly-designed Garmin GI-275 MFD. The installation is per the Garmin STC SA02658SE, followed the Garmin GI-275 Part 23 AML STC Installation Manual document number 190-02246-10 Rev. 3 dated April 2020 and pertinent parts of AC 43.13 Parts 1B & 2B.

Following the installation, the ground ramp checks required of the manufacturer's STC were performed and passed. A copy of the Garmin GI-275 AFMS document number 190-02246-12 Rev. 1 dated 01/13/2020, was inserted into the Piper POH/AFM and the associated STC paperwork was all included with the aircraft permanent records. The aircraft Weight & Balance was recomputed and the Equipment List was revised.

**★ LOGBOOK ENTRY CONTINUED  
NEXT PAGE ★**

I certify that the transponder test and inspection required by FAR 91.413 has been performed and found to comply with part 43, Appendix F

Unit **GTX-345R** S/N **3EH024320**  
 Date **7/21/20** AC Time **2472.18T**  
 Reg # N **4775F** W/O# **19JUL220**  
 Signature: \_\_\_\_\_ #11  
 AEROTRONICS, INC. C.R.S. NH2R031L

YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back pages for other specific entries.)
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**★ CONTINUATION FROM PREVIOUS LOGPAGE ★**

Removed the existing Piper Cherokee Six 300 Pilot's Operating Manual/AFM p/n 761-559 Rev dated 2-2-76, containing the Airplane Flight Manual for the Cherokee Six 300, AFM Report Number VB-562 Rev 5 dated May 14, 1973. Inserted into the cockpit, a factory new copy of the Piper Cherokee Six 300 Pilot's Operating Manual p/n 761-559 Rev 11 dated April 23, 1990, containing the Airplane Flight Manual for the Cherokee Six 300, AFM Report Number VB-562 Rev 8 dated May 3, 1990. All pertinent data was transferred from the original POM/AFM and placed into the new revision of the manual. All new documentation for the newly-installed equipment as part of a major avionics/instrumentation retrofit, was inserted as required into this new POM/AFM. This manual is to remain in the aircraft for all flights.

  
 \_\_\_\_\_ **Gordon Dewey 2369526 W/O** 93U222 + Date 8/11/20

I certify that the altimeter, automatic pressure altitude reporting system and the static system tests required by FAR 91.411 have been performed and found to comply with Appendix E of Part 43 of this chapter. The altimeter and automatic pressure reporting systems have been tested to: 20,000 feet.  
 Date: 7/21/20 Reg #: N 4775F  
 A/C Time: 2472.18T W/O #: 195N222  
 Signed: \_\_\_\_\_ LH ADC  
 AEROTRONICS, INC CRS NH2R031L #1

Following the installation and maintenance of the Air Data Computer and Altitude indicator in the Automatic Pressure Altitude Reporting System of the ATC Transponder where data correspondence error could be introduced, the integrated system has been tested, inspected and found to comply with paragraph (c), Appendix E, of Part 43 of Chapter 91.411.  
 Date: 7/21/20 Reg #: N 4775F A/C Time: 2472.18T  
 Signed: \_\_\_\_\_ W/O: 195N222  
 Aerotronics, Inc. CRS NH2R031L STBY ADC #12

I certify that the altimeter, automatic pressure altitude reporting system and the static system tests required by FAR 91.411 have been performed and found to comply with Appendix E of Part 43 of this chapter. The altimeter and automatic pressure reporting systems have been tested to: 20,000 feet.  
 Date: 7/21/20 Reg #: N 4775F  
 A/C Time: 2472.18T W/O #: 195N222  
 Signed: \_\_\_\_\_ STBY ADC  
 AEROTRONICS, INC CRS NH2R031L #1

Following the installation and maintenance of the Air Data Computer and Altitude indicator in the Automatic Pressure Altitude Reporting System of the ATC Transponder where data correspondence error could be introduced, the integrated system has been tested, inspected and found to comply with paragraph (c), Appendix E, of Part 43 of Chapter 91.411.  
 Date: 7/21/20 Reg #: N 4775F A/C Time: 2472.18T  
 Signed: \_\_\_\_\_ W/O: 195N222  
 Aerotronics, Inc. CRS NH2R031L LH ADC #12

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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1651 Aviation Place Billings, MT, 59105  
 PH: (406) 259-5006 FAX: (406) 252-4369  
 C.R.S. NH2R031L [www.aerotrionics.com](http://www.aerotrionics.com)

**N4775F Piper PA32-300 S/N 32-7640121 0004.3 hrs Hobbs**

Removed the newly installed LH Electronic Flight Display, Garmin model GDU-460 p/n 011-02920-05 s/n 350005188 (PFD/MFD screen started to cycle on/off on its own, as if a boot block start up issue). Installed a new warranty exchange unit, same make, model and p/n, s/n 350007258-see Garmin Int'l FAA Form 8130-3 dated 31 July 2020. Following replacement, the new GDU-460 was configured and function tested as per the Garmin G3X Touch installation manual. The subsequent ground run functional ramp test passed.

Gordon Dewey 2369526 W/O ~~2024205~~ Date 8/7/20

Make: Piper  
 Model: PA-32-300  
 Ser #: 32-760121  
 Reg #: N4775F

**Ultimate Aviation LLC**  
 Ogden-Hinckley Airport, Utah  
 801-675-0103

Tach Time:  
 Hobbs Time:  
 Total Time:  
 Work Order: P2024

The following work has been performed:

1. Complete strip and paint. Colors PPG, White 8000, Black Velvet 10684, Las Vegas Gold 211900, Toreador Red 5118.
2. Flight controls removed, balance checked – within limits, installed with new hardware.
3. Stainless screw kit installed.
4. Weight and Balance change negligible.

I certify that the work performed is in accordance with Piper MM and AC43.13, the aircraft is approved to return to service.

Signature & Certificate #

A&P 611287243 IA

Date 05Jan2021

YEAR  
20  
DATE

RECORDING  
TACH  
TIME

TODAY'S  
FLIGHT

TOTAL  
TIME IN  
SERVICE

### Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

PIPER PA-32-300

N4775F

s/n 32-7640121

61.4 hrs Hobbs

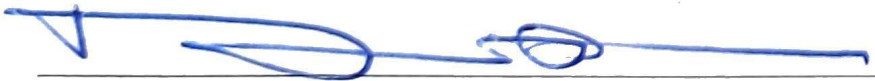
07/22/21

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Fabricate and install new .020" 2024T-3 aluminum cabin side panels that are duplicates of the original in design and mounting. Modify six armrest mountings and side panels to accommodate recessed molded armrests that are molded using 1/8" lustran that passes FAR 25.853a. Install two previously approved Cessna door pull straps that are secured to the doors with two each MS21047 10-32 nut plates, and AN526 R10 10-32 machine screws. All sheet metal work as per AC 43-13 1B, chapter 4, section 4, paragraphs 4-53 a, 4-53 b, 4-55 a, 4-55 b, 4-55 c, 4-56 a, 4-56 b (1) (2) (3), 4-57 a (1) (2) (3), 4-57 b, 4-57 c (1) (2), 4-57 e, 4-57 f (1) (2) (3) (5). For continuing airworthiness refer to original aircraft maintenance manual. Fabricate and install new interior using the following approved materials. Leather on seats and side panels: Garrett Berkshire black, passes FAR 25.853a. Vinyl accent stripe on side panels: Miami Corp spirit II claret, passes FAR 25.853a. Carpet: Aircraft Interior Products design accent onyx, passes FAR 25.853a. Headliner vinyl: GBS Fabrics eclipse desert, passes FAR 25.853a. Clean inner cabin skins, floors and structure in preparation for the application of zinc chromate; chromate floors, skins and structure. Fabricate and install eight new aluminum and Baltic birch floorboards that are backed with Skandia closed cell 1/8" flame retardant foam. These floorboards are secured to the belly with four MS2469 S52 fairing washers, four AN970-3 spar washers and four MS21083 #8 nuts for each subfloor panel; this assembly of materials passes FAR 25.853a per Skandia test work order 155086-07 and FAA 8110-3. Drill a 1/8" drain hole at the corners of each subfloor panel. Reinstall previously installed SoundEx composite soundproofing insulation. Insulate aft cabin bulkhead and hat shelf with Skandia 1/2" neoprene SKIV1.50 closed cell foam that passes FAR 25.853a. Replace all seat and side panel foam with Skandia flame retardant urethane foam that passes FAR 25.853a. Fabricate two new headrests per FAR 21.303b(2), owner approved parts; customer authorization document on file at Air Mod. Re-install two inertia reel shoulder harnesses assemblies and seven lap belts that were re-webbed and certified by Aviation Safety Products, per FAA form 8130-3 dated 03/22/21, WO#24731. Modify overhead console and new fresh air ducts K69749-7 and K69751-5 to accommodate the installation of six aluminum AV354202-1 Birk nozzles. Trim, fit, seal and install new overhead cabin fresh air duct; reinforce the fresh air shut off cable mount with an aluminum mounting doubler bracket; mount duct on new Recmar extruded aluminum retaining rail; lubricate and adjust shut off cable. -cont'd next page-

YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)</small>
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*-cont'd from previous page-* Repair and reinforce existing plastic cabin trim components as required. Trim and fit the following new Plane Plastics trim components: K65735-8 cup vent, K65735-9 flange air vent, K36551-2 cover trim, K79681-2 left channel seat trim, K79681-3 left channel seat trim, K79033-00 ELT switch panel, K69652-12 fuel selector cover, K68090-16 left channel seat trim, K68090-17 right channel seat trim, K63149-22 left upper bow cover, K63149-23 right upper windshield bow, K65674-06 cover, and K69441-17 pedestal. Refinish cabin trim with Dietzler acrylic lacquer and placard as original. Add .032" 2024T-3 aluminum to jump seat frame to emulate the shape of the two center seats; prep and paint seat frame, install new slings, build new foam and upholster seat; all materials pass FAR 25.853a. Remove old seals and glue from cabin door, nose baggage door and two cargo doors; install new R581574 seals and adjust doors. Remove yokes and ship to Aero Comfort to be covered in leather; reinstall yokes; all electrical work performed by Cincinnati Avionics. Paint nose baggage door and door jamb; fabricate, foam and cover new .020" 2024T-3 aluminum panels that are duplicates of the originals, all materials pass FAR 25.853a; fabricate and install two velcro-mounted nose baggage floor mats, fabricated with Aircraft Interior Products black grosspoint and Skandia 1/8" black foam, both pass FAR 25.853a. Install #RPF-300-3 Rosen sunvisor kit, STC SA00072SE, see 337 this date. Troubleshoot and replace two cabin reading light bulbs; clean and lubricate reading light switches with electronic contact cleaner/lube. Fill cracks and fissures in plywood center floorboard. Install a new outer cargo door #464-029 upper latch handle. Install the following aluminum windlace trim pieces on cargo door: 63142-19 trim strip, 63142-20 trim strip, 63142-33 trim strip, and 63142-30 trim strip. Install two CA2624600 cowl studs and two 494060 retainer clips. Aircraft to be weighed at Cincinnati Avionics.

  
 Dennis Wolter, AP2153542IA 07/22/21  
 AIR MOD, 2025 Sporty's Drive, Batavia, OH 45103

YEAR  
20  
DATE

RECORDING  
TACH  
TIME

TODAY'S  
FLIGHT

TOTAL  
TIME IN  
SERVICE

### Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

# EDWARDS



MONTANA JET CENTER

1691 Aviation Place                      Billings, MT 59105  
Certificated Repair Station HSRR811E

Date: 9/02/2021; Aircraft: N4775F; Type: PIPER PA-32-300; S/N: 32-7640121; Tach: 2561.10; Total Time: 2561.10  
Engine: Lycoming 10-540-K1G5, SN L-15267-48A, TSN: 2,561.1, TSO: 86.62

~~ENGINE~~ LOG

Removed Lycoming engine, IO-540-K1G, Serial Number L-15267-48A from Piper Cherokee Six (PA -32-300), Registration N4775F, Serial Number 32-7640121.

Total Hours in Service: 2,561.1, Time Since Overhaul: 86.62 Hours

For Edwards Jet Center:

Signed:


YEAR 20 _____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

# EDWARDS



MONTANA JET CENTER

1691 Aviation Place      Billings, MT 59105  
 Certificated Repair Station HSRR811E

Date: 9/15/2021; Aircraft: N4775F; Type: PIPER PA-32-300; S/N: 32-7640121; Tach: 2561.10; Total Time: 2561.10

~~PROPELLER LOG~~  
 AIRFRAME

Removed MT-Propeller constant speed propeller, Model MTV-9-B/198-52, Serial Number 200408, from Piper Aircraft PA-32-300, Serial Number 32-7640121, Registration N4775F due to metal contamination. Propeller Total Time In Service: 86.6 Hours

For Edwards Jet Center:

Signed: \_\_\_\_\_






# EDWARDS



MONTANA JET CENTER

1691 Aviation Place                      Billings, MT 59105  
Certificated Repair Station HSRR811E

Date: 3/01/2022; Aircraft: N4775F; Type: PIPER PA-32-300; S/N: 32-7640121; Tach: 2561.10; Total Time: 2561.10

## AIRFRAME LOG

1. Installed engine mount, PN 68710-00 after overhaul by Aerospace Welding MPLS Inc. under Work Order 189656.
2. Installed Lycoming engine, IO-540-K1G, Serial Number L-15267-48A after repair on 22 December 2021 by Victor Aviation Services, Inc. of Palo Alto, CA (CRS BJ3R399L) under Work Order 17801. Total Time in Service: 2,561.0 Hours, Time Since Overhaul: 86.62
3. Installed-MT-Propeller, Model MTV-9-B/198-52, Serial Number 200408 after repair on 24 September 2021 by Rocky Mountain Propellers, Inc. of Erie, CO (CRS FR6R545N) under Work Order 21-50596. Total Time In Service: 86.6 Hours.
4. Completed 100 Hour Inspection of Airframe per EJC 100 Hour/Annual Inspection Checklist, Form 1015.
5. Inspected and tested ELT system in accordance with FAR91.207(d). No defects noted. Next due: 31 March 2023 (12 mths).
6. Complied with AD 2020-24-05 paragraph G section 3 and 4. Wing tanks were removed and borescope was utilized. No defects were noted.
7. Complied with AD2013-02-13 (Amendment 39-17334) by inspecting the Stabilator Control System in accordance with Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245A, dated 28 November 2012. Recurring every 12 Months TIS. Next due: 31 March 2023.
8. Complied with AD78-23-01 (Amendment 39-3330) by inspecting the Fuel Drain Lever Cover Assembly and ensuring it prevents actuation of the lever when closed. Recurring every 100 Hours TIS. Next due: 2661.1 TTAF.
9. Complied with AD2015-19-07 (Amendment 39-18269) by inspecting the fuel injector fuel lines and clamps in accordance with Lycoming Engines Mandatory Service Bulletin No. 342G, dated 16 July 2013. No defects noted at this time. Recurring every 110 hours. Next due: 2671.1 TTAF.
10. Complied with AD76-07-12R1 (Amendment 39-3024) by performing a function test of Bendix ignition switch. No defects noted. Recurring every 100 Hours TIS. Next due: 2661.1 TTAF.
11. Verified that AD 2020-26-16, does not apply to this aircraft by not meeting criteria in paragraphs (c) (1), (2) or (3) of AD.
12. Removed original windshields from aircraft. Installed new windshield, PN 926 UV-SG, SN 88851 in LH position. Installed new windshield, PN 928 UV-SG, SN 88852 in RH position.
13. Removed fuel senders from main fuel tanks. Installed a new CiES fuel quantity sender, PN CC284022-(0810)-(101), SN P936 in the LH main fuel tank and PN CC284022-(0810)-(101), SN P937 in the RH main fuel tank with new gaskets as per STC SA02511SE and AML using the CiES installation instructions document number CC-TR-2840-031 Rev. E.

--CONTINUED ON NEXT PAGE --

14. Removed fuel tank from LH wing tip and sent for repair. Installed fuel tank in LH position after repair by Aero Glass Parts, LLC.
15. Removed fuel senders from wing tip tanks. Installed a new CiES fuel quantity sender, PN CC284022-(0810)-(102), SN P938 in the LH wing tip fuel tank and PN CC284022-(0810)-(102), SN P939 in the RH wing tip fuel tank with new gaskets as per STC SA02511SE and AML using the CiES installation instructions document number CC-TR-2840-031 Rev. E.
16. Installed new rubber hose and clamps for tank vent lines.
17. Fabricated new fuel feed lines and installed in LH and RH position.
18. Installed Door Steward gas spring door assist alteration on Left Hand and Right Hand cabin doors in accordance with FAA Approved Supplemental Type Certificate Number SA01120SE. Weight change is negligible. Equipment List updated. STC Instructions for Continued Airworthiness added to aircraft records.
19. Fabricated and installed an Inspection Panel in RH wing.
20. Removed cabin door and removed door window. Removed all cabin side windows. Installed LP Aero Plastics, Inc. Supplemental Type Certificate Number SA948NE by the installation of replacement windows in accordance with LP Aero Plastics, Inc. Heavy Gauge Side Window Installation and Installation Drawing List Report No. 952/CON, Rev. 1, dated 8/1/95. Installation consists of the following components:
  - Left front pilot window with frameless vent, PN LP-992UV-SG, SN ASY-3692
  - Rear window right, PN LP-938UV-DG, SN 88698
  - Center window rearward right, PN LP-936UV-DG, SN 88696
  - Right front door window, PN LP-954UV-DG, SN 88703
  - Aft cabin door window, PN LP-940UV-DG, SN 88697
  - Cargo door window, PN LP-943UV-DG, SN 88699
  - Center window left. PN LP-932UV-DG, SN 88694
  - Center window forward right, PN LP-934UV-DG, SN 88695
21. Installed a new steering stop pin, PN MS20392-3C59.
22. Removed and replaced LH and RH forward stabilator trim cables. Adjusted travel and tension.
23. Installed new wheel fairings, PN 63338-000 in LH and RH main positions.
24. Installed a Nose Landing Gear Strut Seal Kit, PN TPNS-1. Serviced nose landing gear strut with hydraulic fluid and nitrogen.

Complete details of work accomplished on this aircraft are on file at this agency under Work Order 22718 and 24099. A copy has been provided to the owner.

I certify that this AIRFRAME has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.

For Edwards Jet Center:

Signed:



YE

**LUBBOCK AERO**

20

6304 N. Cedar Ave., Lubbock, TX 79403

DA

Date: Sept 13, 2022

N#: 4775F

Make: Piper

Model: PA32-300

S/N: 32-7640121

Eng: 2592.5

ATT: 2592.5

Hobbs: 121.2

C/W Annual inspection IAW FAR 43 appendix D.

C/W AD 78-23-01 (11-3-78) by inspection of fuel drain door. No defects noted. Next due: ATT: 2692.5

AD 1999-05-09 (3-19-1999) Engine induction air filter. DOES NOT APPLY by Brackett air filter installed.

C/W Piper SB 1355A (03-04-2022) Tee bar assembly inspection. Not due until aircraft has 3500 hours.

Piper SB 1342 (Nov 2, 2021) Stabilator fitting inspection. DOES NOT APPLY as per logbook research.

C/W Piper SB 1366 (5-14-2021) Main wing spar hardware inspection. Correct hardware installed.

Piper SB 789B (Dec 3, 2018) AFT inboard wing access panel retrofit and AFT wing spar modification due. DOES NOT APPLY as per aircraft serial no.

Checked brake reservoir fluid level and serviced. --Inspected and serviced tires as required. --Lubed aircraft and landing gear as per lube chart. --Removed, cleaned, inspected, packed and re-installed wheel bearings. --Removed screen, inspected, cleaned, re-installed fuel bowl and leak check. Replaced Seat Valve Packing, p/n: MS29513-009. --Ops check interior and exterior lights. --Check battery electrolyte level, specific gravity and serviced battery. --Removed muffler shroud, inspected and reinstalled shroud. --Checked cable tensions, surface travels and lubed flight controls. --Inspected all placards interior and exterior.

Right wing tip tank, sealed bottom inboard corner.

Replaced Left wing tip tank, sending unit gasket, p/n: MC462-021.

Replaced right MLG brake disc, p/n: 164-02300 and linings, p/n: 66-105.

Replaced left MLG brake disc, p/n: 164-02300 and linings, p/n: 66-105.

Adjusted RH aileron down stop as needed.

Adjusted LH aileron down stop as needed.

Replaced right flap, middle hinge bonding jumper, p/n: 469-600.


Replaced right aileron rod end, p/n: 452-334.

Replaced left aileron rod end, p/n: 452-334.

Replaced Elevator trim tab, right side, outboard hinge, 2 each hinge halves, p/n: 63560-002 with new hinge pin.

Installed lower cowling, right forward grommet, p/n: 69790-000 with new snap ring.

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



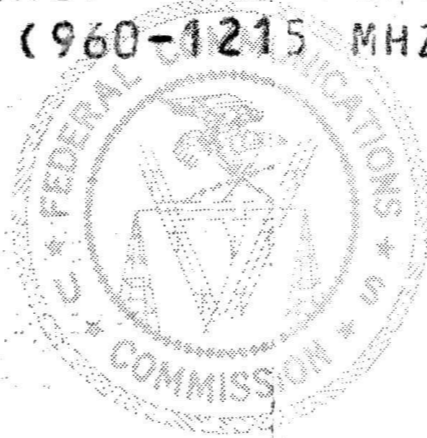
Chad R. Burns AP28291801A

# SHIP/AIRCRAFT RADIO STATION LICENSE

FEDERAL COMMUNICATIONS COMMISSION  
WASHINGTON, D.C. 20554

<input checked="" type="checkbox"/> AIRCRAFT	FAA NUMBER OR FCC CONTROL NUMBER N4775F	NUMBER AIRCRAFT IN FLEET	EFFECTIVE DATE 08-09-82	EXPIRATION DATE 08-09-87
<input type="checkbox"/> SHIP	NAME OF SHIP		OFFICIAL NUMBER	RADIO CALL SIGN
EFFECTIVE DATE	EXPIRATION DATE	ENDORSEMENT DATES		
FREQUENCIES AND CONDITIONS				

PRIVATE AIRCRAFT (SECTION 87.201)  
 TRANSMITTERS: VHF COMM. (118-136 MHZ) EMERGENCY LOCATOR (121.5 & 243 MHZ)  
 DISTANCE MEASURING EQUIPMENT (DME) (960-1215 MHZ) HIGH FREQUENCY (2-25 MHZ)  
 TRANSPONDER (1090 MHZ)



THIS LICENSE SUBJECT TO FURTHER  
 CONDITIONS SET FORTH ON THE REVERSE SIDE  
**NOT TRANSFERABLE**

(Must be posted aboard aircraft or ship)

GREEN AVIATION  
 POB 6283  
 MIDLAND  
 79701

TEX



# Official 406 MHz ELT Registration Form

## ELT Information

Beacon ID (Unique Identifier Number)

2DC88 AE368 FFBF

(15 digit character ID provided by ELT manufacturer)

Checksum

Empty boxes for checksum

Please affix beacon manufacturer's label here.

ELT Manufacturer ACK TECHNOLOGIES  
Model No. E-04

## Purpose of ELT Registration

- New Registration
- Renewal of Registration
- Change of Ownership
- Change of Registration Information
- Replacement for a previously registered ELT

Please enter the old unique ID number

Empty boxes for old unique ID number

## Owner/Operator Information

Name GREEN, KRIS  
(Last First, Middle Initial)

E-mail \_\_\_\_\_  
Telephone \_\_\_\_\_

Mailing Address \_\_\_\_\_

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

City \_\_\_\_\_ State/Province \_\_\_\_\_

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

ZIP (Postal) Code \_\_\_\_\_ Country \_\_\_\_\_

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

## Aircraft Information

Registration (Tail) Number N4775F

## Survival Equipment

### Usage

- Commercial
- Non-commercial
- Government Military
- Government Non-military

Deployable \_\_\_\_\_  
Describe and List Quantity

Fixed \_\_\_\_\_  
Describe and List Quantity

### Type

- Single-engine Propeller
- Single-engine Jet
- Multi-engine Propeller
- Multi-engine Jet
- Helicopter
- Other \_\_\_\_\_

Principal Airport \_\_\_\_\_

Aircraft Manufacturer PIPER

City \_\_\_\_\_ State \_\_\_\_\_

Model PA32-300 Color WHITE/BLUE

Additional Data \_\_\_\_\_

Seating Capacity SIX, OPTIONAL 7<sup>th</sup>

## Radio Equipment (Check all that apply)

- VHF
- MF
- HF
- SSB
- Other \_\_\_\_\_

## Emergency Contact Information (Please indicate someone other than the owner)

Name of Primary 24-Hour Emergency Contact: \_\_\_\_\_

Name of Alternate 24-Hour Emergency Contact: \_\_\_\_\_

### Telephone

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

( ) \_\_\_\_\_  Home  Work  Cellular  Fax  Other  
Area Code

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Area Code

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Area Code

### Telephone

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Area Code

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Area Code

Signature \_\_\_\_\_

Date \_\_\_\_\_