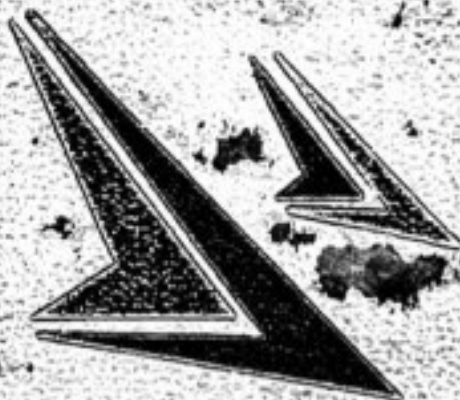


N1580X

AIRCRAFT LOG



PIPER AIRCRAFT CORPORATION

NARCO AVIONICS INC.
SERVICE TAG

MODEL # ELT910

SN 10300

DATE 3/31/08

W.O.# 30527

DETACH AND AFFIX
TO LOGBOOK

AIRCRAFT LOG

PIPER AIRCRAFT CORPORATION

General Offices at
Lock Haven, Pennsylvania
U. S. A.

N1580X

Aircraft
Registration Number

Part No. 230715

AIRCRAFT DESCRIPTION

Registration No. N1580X

Model: PA 34-200T Popular Name: Seneca II

Serial No.: 34-7590298 Type Certificate No.: A750

SEE WEIGHT AND BALANCE

Colors: _____

Engine Manufacturer: Continental Propeller Manufacturer: Hartzell

Original Engine Model: T310-260-E / T310-360-E Original Propeller Model: BHC-C24F-2CKF

Serial Numbers: Single _____ Hub or Serial Number: Single _____

Left 303307 Left AN1807

Right 304324 Right ~~AN4743~~

Blade Numbers AN4957

Left	Right
<u>C 93047</u>	<u>C 80728</u>
<u>C 93417</u>	<u>C 90044</u>

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			<p>THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER (S) HAVE BEEN TESTED TO <u>20,000</u> FT.</p> <p>ON (L) <u>5-20-75</u>, (R) <u>na</u></p> <p>SIGNED <u>Robert R. Ormond</u> DATE <u>JUL 21 1975</u></p>
				<p>I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>JUL 21 1975</u>, I/A/W FAR 21.183(a) PER 21.273.</p> <p><u>Robert R. Ormond</u> FAA DOA SO-1</p>
JUL 21 1975	3.59			
Total To Carry Forward		3.59		

Registration No. N1580K

and Remarks

Signature

Certificate No.

THE FOLLOWING MINOR AND/OR MAJOR ALTERATIONS
COMPLETED 10-16-75. SEE REVISED WEIGHT AND
BALANCE SHEET FOR WEIGHT COMPUTATIONS
EQUIPMENT LIST REVISED.

OCTOBER 16, 1975 REMOVED: JUMP SEAT (7th SEAT) WITH BELTS.

Anthony J. D'Amico FAA DOA SO-1

Oct 20, 1975 installed new altimeter serial # E6247

THE ALTIMETER AND STATIC SYSTEM
TESTS REQUIRED BY FAR PART 91.170
HAVE BEEN PERFORMED. THE ALTIMETER (S)
HAVE BEEN TESTED TO 35,000 FT.

ON (L) 6/6-75, (R) N/A

SIGNED Ralph S. Boyd DATE 10/20/75

MMF 5452, Piper Aircraft Corp. Vero Beach, Fla.

AIRCRAFT LOG N1580X

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3-6-76	Brought Forward →	159		SR 483 Turbo oil (new 1/2 W.)
I certify that this aircraft has been inspected in accordance with a <u>ADL</u> inspection and was determined to be in airworthy condition.				
				Roy D. Harris ATP 482274
8-30-76	Brakes checked.	299.1	AD checked, cables checked,	
				I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.
Total To Carry Forward				Roy D. Harris I/A. ATP 482274

Registration No. 1580X

and Remarks	Signature	Certificate No.
1-12-77 took 404 aircraft check, reverse tires, replace probe linings ch Hydro leaks, replaced ELT Battery 11-78 C/W AD 75-20-03 fuel.		
→ Tach indicates <u>404</u> Hours		
Date <u>1-12-77</u> I certify that the airplane aircraft has been inspected in accordance with an annual/ 100-hour inspection was determined to be in airworthy condition. A D conformity checked through Card No. <u>76-24</u>		
Lea County Aviator Hobbs, New Mexico 88240	<u>Wm L. Hinds</u>	
439.9 3-22-77 Rudder cable insp OK as per mailgram date 3-5-77 fuel was given at 12.0 position. Reg. D. Harris av P 482274	<u>a + I 1009749</u>	

N1580X

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
9-9-77	Brought Forward →		567.2	SB 542 Air box C/W. SB 545 Rivet in fuselage C/W.
<p>I certify that this aircraft has been inspected in accordance with a <u>100 hr. Annual</u> inspection and was determined to be in airworthy condition.</p>				SB 533 Not C/W Parts on order.
<p>Roy D. Harris I. A. ATP 482274</p>				L. Davis gear replaced & checked new nose tires
Total To Carry Forward				

Registration No. 1580X

and Remarks	Signature	Certificate No.
2-14-78 took 689:31 aircraft ckd, rubber worn brake lining, tires, repair windows, tighten gear switch, clean + lub hinges, clw SB 579		
Tach indicates <u>689:31</u> Hours		
Date <u>2-14-78</u> I certify		
that this aircraft /aircraft has been inspected in		
accordance with an annual/ 100 hour inspection was determined		
to be in airworthy condition. A D conformity		
checked through Card No. <u>78-3</u> Lee County Aviator Hobbs, New Mexico 88240	Vincent L. Hurd	
	A + I 100 9749	

N 1580X

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2-8-79	Brought Forward →	898.2		SB 596 + 596A 1/2 fuel Relig. Bus. fit 761-133V installed Roy D Harris SB 602 1/2 w. APP 482274
2-17-79		899.67		
I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition.				
Roy D. Harris I. A. APP 482274				
Total To Carry Forward				

Registration No. N1580X

and Remarks	Signature	Certificate No.
8-9-79 New E.H.T. Battery Replaced July 1980.	<i>Ray Harris</i>	<i>Ray Harris</i>

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
4-2-80	Tac. 116694 Aircraft cleaned & checked replaced Nose tire, replaced Brake linings, repaired Co-pilot seat, replaced missing rivets, repaired fuel leaks, installed new trim cable, C/W SB 669A By installing Kit. 763-9714, SB 633A Kit of rod 96937-03 & Double 36521-02, SH 881 replaced gear bumper pad, painted wing walk, replaced landing lights, AD 19-23-01 see SB 669 EHT Battery July 80 AIK.			
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Tach indicates <u>1166.9</u> Hours		
Date <u>4-2-80</u> I certify that this powerplant aircraft		
has been inspected in accordance with an annual <u>100 hour</u>		
inspection was determined to be in airworthy		
condition. A D conformity checked through Card No. <u>80-01</u>		
Lea County Aviator Hobbs, New Mexico 88240		
<i>Richard S. Kemp</i>	Tach indicates <u>1166.94</u> Hours	
<i>AF 2000209</i>	Date <u>4-3-80</u> certify	
	that this powerplant aircraft	
	has been inspected in	
	accordance with an annual <u>100 hour</u>	
	inspection was determined	
	to be in airworthy	

Tach indicates 1166.94 Hours
Date 4-3-80 certify
that this ~~powerplant~~ aircraft
has been inspected in
accordance with an annual 100 hour
inspection was determined
to be in airworthy
condition. A D conformity
checked through Card No. 80-01
Lea County Aviator
Hobbs, New Mexico 88240

Vincent L. Kind
9 + I 100 97 4 9

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
11/12/80	TT@	1337.00 →		Removed, rebuilt, reinstalled hand brake cylinder, Removed and inspected both main gear brake pads, Rebuilt right main brake cylinder, Bled complete brake system. Cleaned bottom of aircraft of oil and dirt. Checked strobe lights, Repaired vertical fin Sauring Horton Aero Service ARS 2087 <i>[Signature]</i>
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
9-14-81		
TT 13 81.4 Completed Annual Inspection Tighten Bolt Conn. Door rods Paint and Replace Bottom tail cone Replaced ELT Batt Dated Aug 1982 Replace STABILATOR STOP BOLTS STOP Drill cracks at pitot Replace STROBE power supply W/S/B 633B Part 4. PAINT wing walk Replace Right Tail Adapter W/AD 80-24-03		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
<p><i>By First pulling Mylon washers performed all Annual Operations</i></p>				
<p>EASTER AIRCRAFT SERVICES RT. 2 DENVER CITY, TX. 79323</p>				
<p>DATE <u>2/14/81</u> W/C <u>135/136</u> TT <u>1381.4</u></p>				
<p>I certify that this Engine, Air Frame has been Inspected in accordance with an annual, 100hr Progressive Inspection and found to be in Airworthy Condition.</p>				
<p>Craig Easter IA452135497</p>				
Total To Carry Forward		<p><i>Craig Easter</i></p>	<p><i>IA452135497</i></p>	

Registration No. _____

4-1

and Remarks	Signature	Certificate No.
<p>9-19-1981 <i>Task 1413</i></p> <p><i>brakes</i></p> <p><i>2 Minut L Hinds</i></p> <p><i>ACE 100 9749</i></p>		
<p>Date <u>2/8/82</u> A/C Reg. No. <u>N1580X</u></p> <p>Yacht Time <u>1442.8</u> "I certify that</p> <p>the Transponder <u>KING</u></p> <p><u>KT78</u> <u>21364</u></p> <p>Model Serial No.</p> <p>has been tested as required by F A R 91.177 and meets tolerances specified in Appendix F of FAR 43.</p> <p>TEXAS AIR CENTER INC.</p> <p>C25 207-653</p> <p>Insp. <u><i>Mike Oldham</i></u></p>	<p>The static pressure system and altimeter instrument _____ P/N <u>NOT RECD</u> S/N _____</p> <p>were inspected and tested <u>4-2-82</u> to an altitude of <u>20,000</u> thousand feet and found to comply with far <u>91.170</u></p> <p>Date <u>4-2-82</u> Signed <u><i>[Signature]</i></u></p> <p>Texas Air Center, Inc.</p> <p>ARS 207-653</p>	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
3/11/89	Brought Forward →	TT 1466.4		
Completed Annual Insp replace Brake Linings and Both Main Tires				
C/W AD 81-12-04 ⁵ /B699/W 80-08-10				
By heater Overhaul Insp due A1002 & B500				
EASTER AIRCRAFT SERVICES RT. 2 DENVER CITY, TX. 79323				
DATE <u>3/11/89</u> W/O <u>211</u> TT <u>1466.4</u>				
I certify that this Engine Air Frame has been inspected in accordance with an annual, 100hr Progressive Inspection and found to be in Airworthy Condition.				
Total To Carry Forward			Craig Easter IA452135497	
<i>Cy Easter IA452135497</i>				

Registration No. _____

and Remarks

Signature

Certificate No.

3-1-83 Tach 1597.03 Replaced Battery with
Gill 35 A. New Battery.

[Signature] AD 585047896

4-13-83 ~~2-27-83~~ *[Signature]* AD 585047896
date correction

Serviced Propeller Doms with Nitrogen. Replaced All
brake linings. Freed up frozen Bearing left Main Gear. Cleaned
Aft fuselage inside. CW AD 80-09-10 Painted Heater Insul. Per
Manual. Packed Bearings. Ran Retraction test and Emergency freefall
Replaced ELT Battery New date March 84. Tach Reads 1622.61


I certify that this aircraft has been inspected in ac-
cordance with a 100hr inspection
and was determined to be in airworthy condition.

[Signature] AD 585047896
AD compliance ck 803-03

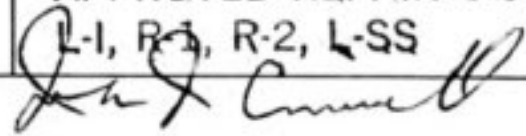
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		Tach indicates <u>1622.5</u> Hours		
	Date <u>4-13-83</u> certify that this powerplant/aircraft has been inspected in accordance with an annual/100 hour. Inspection was determined to be in airworthy condition. A & B conformity checked through Card No. <u>83-08</u> Lea County Aviator Hobbs, New Mexico 88240			
	<i>Richard R. Kampen</i> <i>IA 2000229</i>			
Total To Carry Forward				

AIRCRAFT LOG N1580X

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
11-26-84	Brought Forward →	1679.5	W.O.	HANK'S AIRCRAFT MAINT.
PROP'S OVERHAULED.				
C.W. AD 77-12-06				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.	
			 E. HANK GOEHRY : A&E 661537 AI	
6-25-85	TACH			<u>KING RT-76</u> Transponder tested in accordance with F.A.R., Part 43, Appendix F, and meets the requirements of F.A.R. 91.177. Next test due by <u>6-25-87</u> . AERO COMMUNICATIONS, INC. RT. 3 BOX 49 LUBBOCK, TX 79401 APPROVED REPAIR STATION #2021
The Altimeter and Static System Tests Required by F.A.R. Part 91.170, Appendix E, Have Been Performed. The Altimeter(s) Have Been Tested to <u>20,000</u> ft. on <u>6-25-85</u> . Signed, <u>[Signature]</u> Date <u>6-25-85</u> .				
Next Tests Due By <u>6-25-87</u> .				
Total To Carry Forward				

ELT DATE SEPT, 1984


 J. J. Council

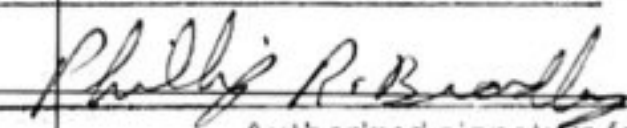
Registration No. N1580X

and Remarks	Signature	Certificate No.
1-21-86		
1-21-86 1820.2 Brakes checked, cables checked. Gear lub, retract test Heater test AD 82-07-05. Air filters replaced. c/w Horton Aero Service		
I certify that this aircraft has been inspected in accordance with <u>ANNUAL</u> inspection and was determined to be in airworthy condition.		
Roy D. Harris I. A. ATP 482274		
10-10-86 1834.7 hr. Right prop removed for leaner		
prop., 11-4-86 Prop. # 30665 AN 4957 installed which was overhauled 2/4/83 & AD 71-12-06 will be due 2/4/88		
Roy D. Harris ATP 482274		

AIRCRAFT LOG N 8580X

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
1-21-86	7 18 11.2		A.P. 82-07-05 on water decay test this date. Passed.	
			Norton Aero Service ARS-2287	
11-24-86	1941.5		Stop Amp meter kit 765-186 installed spec 5B 811A + AD. 86-17-01 clw.	
			v.c. check + reaction test, fuel pumps replaced.	
			New FHT Battery Replus Nov. 89	
			I certify that this aircraft has been inspected in accordance with the ANOVAW. Inspection determined to be in satisfactory condition.	
Total To Carry Forward				Ray D. Harris I.A. A+P 482274

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
Date <u>6/30/87</u>				
Altimeter and Static System Tests performed to comply with FAR 91.171. Altimeter has been tested to <u>20,000</u>				
Make & Model <u>United 5934AA</u>				
S/N <u>E 6247</u>				
W/O <u>1770</u>				
Signature <u>Philip R. Bradley</u> Mid-South Avionics, Inc. Key Field Meridian, MS 39301				
			Date <u>6/30/87</u>	
I certify this ATC Transponder <u>KING KT-78</u>				
S/N <u>21364</u> has been tested and inspected to comply with FAR 43 Appendix F in compliance with FAR 91.172.				
Work Order # <u>1770</u>				
			 Authorized signature for.	
			Mid-South Avionics, Inc. Key Field Meridian, MS 39301	
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>11-18-87 #1888.0 Serviced tires, Changed Fluid (5606) all shock struts, replaced 'O' rings LH main strut, rotated main tires, replaced LH main strut air valve, replaced all brake linings, installed new battery, regreased all wheel bearings. Complied with AD's up to 85-27-7. This aircraft has been inspected WW 100 hr insp, using data in FAR 43, manut service manual, S/B, S/L, current FAA pubs, AD notes and aircraft specs, and was determined to be in an airworthy condition. David N. Phillips A&P 466020418.</p>		
	<p>I have inspected this <u>AIRCRAFT</u> I/A/W the <u>ANNUAL</u> requirements of FAR 43 and appendix D. As of this date, I return it to service. Applicable AD's checked thru B/W <u>87-14</u>, total time in service <u>1888.0</u>, Tach time <u>1888.0</u> Date <u>11/18/87</u> <u>David N. Phillips</u> Harold G. Williamson A & P 422567654 (IA)</p>	

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
I certify this transponder				
S/N 21364			KING KT-78	
pressure regulating system			KING KE-122	
S/N 23988				
and inspection completed.				
compliance with FAR 91.171 & 91.172.			has been tested E & F in static test	
Work Order 1913				
Total To Carry Forward				

Phillip R. Bradley

Authorized signature for

Mid-South Avionics, Inc.
Key Field
Meridian, MS 39301

Date 12/22/87
 Altimeter and Static System Tests performed to comply with FAR 91.171. Altimeter has been tested to 20,000 ft.
 Make & Model United 5934 PA
 S/N E6247
 W/O 1913
 Signature *Phillip R. Bradley*

Mid-South Avionics, Inc.
Key Field
Meridian, MS 39301

Registration No. _____

and Remarks	Signature	Certificate No.
TT 1900.5		
February 3, 1988 Removed both Props - sent to Memphis Prop Service for complete overhaul. Removed both engines for complete Major Overhaul.	David M. Phillips	A&P 466020418
March 8, 1988 Installed O/A Engines & Props. Ops ran 1 hr. 30 min. Ops ran OK.	David M. Phillips	A&P 466020418

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			Removed KING KE-127 encoder, installed
	NARCO AR-850	S/N 35202	FAA 339	Completed.
	NO CHANGE IN WT & BALANCE			
<p>The unit identified above was installed in accordance with Federal Air Regulations and was found airworthy for return to service. Pertinent details are on file at this agency.</p>				
	W.O. # 2168		Date 10/26/88	
	Signed <u>Phillip R. Bradley</u>			
	MID SOUTH AVIONICS, INC. P.O. Box 4282 Meridian, MS 39304 FAA Repair Station # 763-216			
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
Date <u>10/26/88</u>	_____	
I certify this ATC transponder <u>KING KT-78</u>		
SIN <u>21364</u>	and automatic	
pressure altitude reporting system <u>NARCO AR-850</u>		
SIN <u>35277</u>	has been tested	
and inspected to comply with FAR 43, Appendix E & F in compliance with FAR 91.171 & 91.172. System static test completed.		
Work Order # <u>2168</u>		
	<u>Phillip R. Bradley</u>	
	Authorized signature for	
	Mid-South Avionics, Inc.	
	Key Field	
	Meridian, MS 39301	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12-1-88	Brought Forward →	11912.9 hrs.		Replaced both Vacuum Filters, cleaned fuel filters, Serviced all landing gear struts, Serviced brakes, greased all wheel bearings, Replaced both Air Filters with new Brickett BA-104's, replace at 12-89 or 2112.9 hrs. Checked AD's thru-86-17-01. I certify this aircraft has been inspected in accordance with a 100 hr. inspection and was determined to be in an airworthy condition. David N. Phillips NoP 466020418.
12/1/88				I certify this aircraft has been inspected, IAW the Annual Requirement in FAR 43 App 4D, and as of this date I return it to service in an airworthy condition. David N. Phillips NoP 4225670525 VA
Total To Carry Forward				

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
24 NOV 89	Brought Forward →	Tach & TT 1939.1,		Fabricated shelf and mounted New Narco ELT Model 910, removed old Resca/88 ELT. see FAA Form 337 this date. David M. Phillips - ATP 416020418 IA
31 DEC 89		Tach & TT 1939.1,		Greased landing Gear, cleaned - Inspected - Lubed all wheel bearings, installed new brake linings both wheels, installed new tires on main wheels, serviced Landing Gear Power Pack, New ELT Date OCT - 91, Complied with AD's thru 88-04-05, Heater check due 11-91 or 185.0 Hrs. I certify that this aircraft has been inspected IAW requirements of an annual inspection and was determined to be in an airworthy condition. David M. Phillips - ATP 416020418 IA.
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
8/16/90 Tach & TT. 1949.9, Removed defective Aviall Battery, installed New Gill G-35 battery. (See Warranty Card)	Facil M. Phlyir	AIP 466020418 D.
10/7/94: Installed Bogert Copper Electrical Cables AS per instruction, see 33% weight and Balance. Installed new spray nozzle in cabin heater, complied with all A.D.		
Since last annual, complied with Piper Aircraft 100h inspection regulations. Total Time 1956.9 HRS.	Scott L. Hand	AIP 426662318

AIRCRAFT LOG

Registration No. N-1580X

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
10/7/94	Brought Forward →	1956.9		
Total To Carry Forward				

Certify this aircraft Annual Requirements in date I return it in Condition.

and Remarks

Two hours ~~long~~ IRN to
 FAA 43 app. D. and as of this
 record is up to date.

John D. Williams - PEP 422527654111

Signature

Certificate No.

AIRCRAFT LOG

Date	Aircraft
	This Date
3/24/95	Brought Forward →
HOBBS 91.2	
Jack: RH 1968.65 LH 1964.37	
Total To Carry Forward	

PRECISION AVIONICS
FAA CRS PNIR514K

I certify that these items were tested per FAR 91.411 and meet the requirements of FAR 43 Appendix E.

Altimeter(s) to 20,000 Feet on 3/24/95
 Automatic Altitude Reporting on 3/24/95
 Static System on 3/24/95 Pitot Heat Checked 3/24/95
 Reference W.O. 002539
 Signed [Signature] FAA 2517267
 452 Airport Road SW Hartselle, AL 35640 (205) 773-7315

PRECISION AVIONICS
FAA CRS PNIR514K

I certify that this ATC Transponder was tested per FAR 91.413 and meets the requirements of FAR 43 Appendix F.

Manu/Model KT 78 S/N 21364
 Reference W.O. 002539 Date 2-24-95
 Signed [Signature] FAA 2517267
 452 Airport Road SW Hartselle, AL 35640 (205) 773-7315

Registration No. _____

and Remarks	Signature	Certificate No.
7/30/99 LT. TACH. 1975.7 RT. TACH. 1979.5		
(1) SERVICED, TIRES, STRUTS, (2) INSTALLED NEW		
GILL G-35 BATTERY S.N. 601859602 (3) INSTALLED		
NEW POSITIVE TERMINAL ON BATTERY P/N. 66616-002.		
(4) INSTALLED NEW BRAKE PADS RT. BRAKE.		
(5) INSTALLED NEW INDUCTION AIR FILTER'S		
BOTH ENGINES BRACKET BA-104 (6) PERFORMED		
LANDING GEAR RETRACTION TEST, NORMAL &		
EMER. CHECKED GOOD. ENGINE GROUND RUN		
AND LEAK CHECKED GOOD. <i>David E. Caldwell</i>		
	ASP 42872 2445	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
07-30-99	LT Tach 1975.7	RT Tach 1979.5		*This Aircraft has been inspected and has been found safe for the intended flight in accordance with Special Flight Permit dated 7/29/99
				John Wilson ADP 2474879
Total To Carry Forward				



HUGHES AVIATION

524-4103
20610 Smith Field Dr.
Siloam Springs, AR 72761

AIRCRAFT LOG

08/19/99

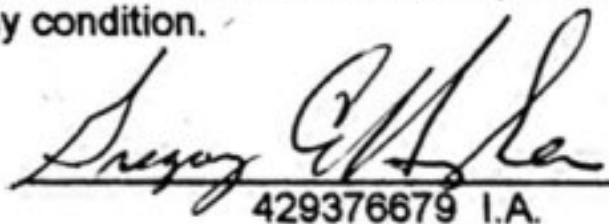
TACH: 1978.51 left

TACH: 1982.21 right

AFTT: 1982.21

Removed all panels and inspected in accordance with FAR 43 Appendix D and Piper Service instructions. Lubricated as instructed. Installed two new vacuum regulator filters. Part No. B3-5-1. Installed new fuel sumps on right tank. Part No. CCA-1550. Installed new fuel sump on left tank inboard. Part No. CCA-1550. Stop-drilled cracks in right and left wing tip. Repaired inop nose compartment light. Installed new central vacuum filter. Installed new main tires. Painted wheels and brake calipers. Adjusted main access door. Back bled brake system. Adjusted elevator trim. Secured heater ducts. Tightened bolts on trim wheel. Installed new cowl flap lever spring. Part No. 587-278. Installed new Forward trunnion support. Part No. 67040-012. Installed new rear trunnion support. Part No. 67042-014. Installed new ELT battery. Next due 08/01. C/W A.D. 92-08-04 Rudder system inspection per paragraph (3). C/W A.D. 92-13-05 Clevis-head bolt inspection per paragraph (1). C/W A.D. 93-24-14 Upper drag link bolt and stack replacement inspection per paragraph (1). C/W A.D. 94-13-11 MLG trunnion inspection per paragraph (2) - replaced trunnions. Part No. 67040-012 and 67042-012. C/W A.D. 96-10-03 Flap lever handle inspection per paragraph (d) - kit installed. C/W A.D. 96-20-07 Janitrol heater inspection per paragraph (a). C/W A.D. 97-01-01 R1 Cracks in main gear sidebrace stud inspection per paragraph (a) - fluorescent liquid penetrate inspection. C/W A.D. 99-14-01 AFM-icing supplement per paragraphs (a)(1) and (a) (2). I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Gregory A. Hughes


429376679 I.A.



HUGHES AVIATION

524-4103
20610 Smith Field Dr.
Siloam Springs, AR 72761

10/12/99

LEFT TACH: 2001.11

RIGHT TACH: 2004.45

Aircraft placed on jacks to check gear system. Gear was retracted several times and opps. checked good. Installed power pack. P/N HYC5005, S/N AH-7061. Unit overhauled by Repair station number NV2R045L. Their work order #AH-9810. Serviced power pack and opps. checked. Adjusted nose gear door. Adjusted throttles to be an equal distance apart. Serviced gear struts with air. Cleaned #1 com volume knob. Cleaned connector plug on auto pilot. Aircraft test flown and returned to service.

Gregory A. Hughes


429376679 A & P

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

12/01/99
2010.0

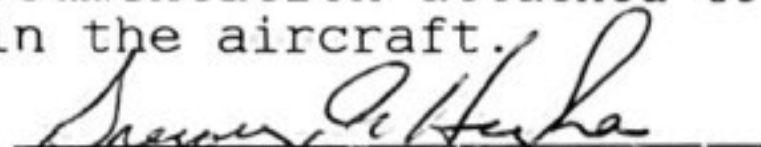


**HUGHES
AVIATION**

524-4103
20610 Smith Field Dr.
Siloam Springs, AR 72761

Removed interior from aircraft and recovered using FAA approved material in accordance with FAR 23.853(a) Appendix F and FAR 25.853(a) Appendix F. Burn test completed by Morrilton Aviation and Commercial Testing Company. See documentation attached to this entry. Reinstalled the interior in the aircraft.

Gregory A. Hughes



 A&P 429376679

Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
2/25/00 2057.02		
Removed existing Audio Panel, NAV/com's, and DG. Installed a Garmin GMA-340 Audio/MKR Assy inw the GMA340 Installation Manual and AC43.13-1A and AC43.13-2A. Installed a Dual Garmin GNS-430 NAV/com/GPS system, ref. FAA Form 337 dated 2-25-00 for ICA and pertinent details. GPS approved for use. Installed a Century Flight Systems NSD360A HSI system, ref. FAA Form 337 dated 2-25-00 for ICA and pertinent details. Installed a BF Goodrich WX-10A Stormscope system, ref. FAA Form 337 dated 2-25-00 for ICA and pertinent details. Equipment List and Weight + Balance Revised to Reflect this change. Systems installed were ground & flight tested and found to be operating satisfactorily		
cont.		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
2/25/00	Brought Forward →			
Cont.	and to be free from any objectionable EMI/RFI radiation and susceptibility. Details are on file at this Repair Station under W/O# 0-5579.			
				
				O & N AIRCRAFT MODIFICATIONS SEAMAN'S AIRPORT FACTORYVILLE, PA 18419 CRS ONR798K
Total To Carry Forward				

Registration No. _____

and Remarks

Signature

Certificate No.

2/28/00

The previously installed Dual Garmin GNS-430 NAV/com GPS system was flight tested and is approved for IFR CLASS A-1 OPERATIONS, ref FAA Form 337 dated 2-28-00 for ICA and pertinent details. Details are on file at this Repair Station under w/o # 05519.



O & N AIRCRAFT MODIFICATIONS
SEAMAN'S AIRPORT
FACTORYVILLE, PA 18419
CRS ONFR798K

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			

Broadie's Aircraft Inc.

Meacham Field Bldg N2
Fort Worth, TX 76101

SUPPLEMENTAL LOG BOOK ENTRY

A/C N# N1580X S/N: 34-7570298 TACH/HOBBS: 2105.7

Description of work performed:

AIRCRAFT:

Completed 100 hr inspec IAW Piper Insp Guide. Installed new ELT antenna. FAR 91-207-d on ELT & Batt C/W. Repaired nose gear pannel in baggage area. Installed missing screws in baggage area. Cleaned battery & terminals & serviced. Serviced brake and gear power pack reservior. Replaced O rings in gear power pack. Repaired light socket in baggage. Repaired belly skin behind left engine. Reinstalled air duct in tail from blower. Repaired co-pilots console by left pedal. Build 2 ea panels in L&R wheel wells. Straightened collar on nose gear (steering stops). Replaced brake pads, greased gear & controls. Packed wheel bearings and ran gear check. Adj Rt gear door, adj gear warning horn switches. Replaced left outboard fuel sending unit, installed new left boost pump. Resealed nose gear strut. Replaced nose tire and balanced. R&R rt prop after repair on prop dome. Returned to Service.

Signature: Ben Pulley

Repair Station #WF1R582K

Date: 9/20/00 W/O # 177959

Registration No. _____

and Remarks	Signature	Certificate No.
<p>BROADIE'S AIRCRAFT, INC. Meacham Field Bldg N2 Fort Worth, TX 76106 FAA Repair Station # WFIR582K Airframe Class III, IV Powerplant Class I, II, III</p>	<p>I certify that this Aircraft/Engine has been in- spected in accordance with a <u>ANNUAL</u> inspection and was determined to be in Airworthy Conditioned. Details of inspection are on file under W.O. No. <u>177989</u> Date <u>9-20-00</u> Total Time <u>2105.7</u> Signed <u>Ben Lindsey</u></p>	
<p>6-7-01 Tach 2145.8 Replaced Rt. Main Tire R.L. Woodcock ACP 1480372</p>		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
12/02/01	100 Hr. Finsp. R&R All Accesses Panels + Inspection covers			
left 2190.0	Removed SEATS + INTERIOR. Inspected All			
	CAIBCS FAIRLEADS + PALLETS. R&R All Fuel			
	SUMPS. SERVICED BATTERY. checked All LANDING GEAR			
	BOITS. INSTALLED MISSING screws. R&R All BRKLS			
	+ O/A CRANKERS. compared with HEATER AD			
	serviced power pack. SERVICED BATTERY. R&R			
	VAC RES FILTER. TESTED CIT OK. 91-207-d.			
	R&R All MAIN TINES. Swung GEAR + serviced power pack.			
Total To Carry Forward		100		Completed AIRFRAME. ReINSTALLED.

Registration No. _____

and Remarks	Signature	Certificate No.
All Access Panels & Inspection covers. TEST RUN OK.		
All determined to be in AIRWORTHY condition.		
APP 401392301 Saw same — see complete AA listing.		

AIRCRAFT LOG

FIELDTECH Avionics & Instruments, Inc.

LOC 3N Meacham Field Fort Worth, Texas

nance

03/17/00

N1580X

S/N PA34-200T

Removed the following equipment for bench repair. Reinstalled same. System ground tests good.

EDO-AIRE

P/N 52D137-1332

S/N 1564B

Removed the following equipment

EDO-AIRE

P/N 1C388

S/N P-11407-G

Installed factory new unit. System ground tests good.

EDO-AIRE

P/N 1C388-2

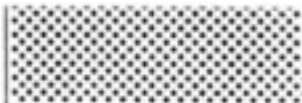
S/N 6095

RS # WR1R594K

WO# 72137


Kirk Pokrass
Installation Manager

Total To
Carry Forward



Registration No. _____

and Remarks

Signature

Certificate No.



4151 N Main St.
Fort Worth Texas 76106
817-625-2719

A/C Tail
A/C S/N
Date:

N1580X
34-7570298
1/31/02

Left Tachometer Time 2215.13
Right Tachometer Time 2191.75

Repaired right side upper skin of stabilator. See FAA Form 337 this date, January 31, 2002.

*****END*****

WO#82131

Timothy M. Seifert

 A handwritten signature in black ink, appearing to read 'Timothy M. Seifert', followed by the alphanumeric string 'AIP 381688443'.

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
6-22-02	Brought Forward →	HOBBS 165.8		AFTT 2244.69
LEFT TACH	2240.99			R+R LEFT INBOARD
RIGHT TACH	2217.38			BRAKE PAD, APP 461392301 GUY SUM
10-11-02 TACH	R+R ALL BRAKE PADS ON	ON		THE LEFT SIDE + O/H BRAKE
LEFT RIGHT	2271.57 2247.65	CALIPER, PARKING BRAKE	BLEED BRAKES + LEVEL,	ADDED FLUID. RE PAIR TESTED BRAKES ALL OK.
End APP 461392301 GUY SUM				
Total To Carry Forward				

Registration No. _____



4151 N Main St.
Fort Worth Texas 76106
817-625-2719

A/C Tail N1580X
A/C S/N 7570298
Date: 7/3/2002

Installed the following in accordance with manufacturer's instructions and all applicable FAR's. After installation, system operations checked normal. See FAA Form 337 and new weight and balance this date.

FALCON GAUGE P/N GH02E-3L GYRO HORIZON S/N 01070442

CRS# WR1R594K
WO# 83836


Kirk Pokrass
Installation Manager

R
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AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1-15-03	Brought Forward → LEFT	TACH TIME 2288.96	R2417 TACH 2265.03	TOTAL AIRFRAME 2265.03
Performed a ICE HR INSPECTION per Piper F/A/W service manual removed All Access Panels & INSPECTION COVERS. Removed SEATS & INTERIOR. LUBED COMPLETE AIRFRAME. REPLACED BOTH LANDING LIGHTS. R+R RT MAIN TIRE 800X6. GREASED ALL WHEEL BEARINGS. REPLACED ALL VAC REGULATOR FILTERS. TESTED EIT OPERATION Performed GEAR RETRACTION TEST OK. SERVICED HYD POWER PACK. R+R ALL BRAKE PADS. BLEED BRAKES. SERVICED BATTERY & CLEANED BATTERY BOX AREA. INSPECTED ALL BULBETS FAIRLEADS & BELLCRANKS Inspected RUDDER PADDLES & PINS. Torqued BOLT ON TRIM WHEEL. Total To Carry Forward INSTALLED 1 RT wing FUEL SCUMP.				

Registration No. _____

and Remarks	Signature	Certificate No.
ADJUSTED MAIN ACCESS DOOR. INSTALLED NEW BIT BATTERY NEXT DUE 2005, ADT COWI FLIP LEVER. R+R ALL WHEEL NUTS BOLTS & WASHERS. REINSTALLED ALL ACCESS PANNELS & INSPECTION COVERS. REINSTALLED SEATS & INTERIOR. R+R MANY MISSING SCREWS. SEE COMPLETE AD LISTING. APP 461392301 BUY		
1-15-03 RH TAC 2265.03 RH TAC 2788.94 PERFORMED AN ANNUAL INSPECTION ON THIS DATE ALL AD'S COMPLIED WITH. Larry Hallock I.A 521806350		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12-2-03	Brought Forward →	LEFT TACH 2331.44	RT TACH 2307.51	HOBBS TIME
<p>ON THIS DATE I PERFORMED A 100 HR INSPECTION PER I/A/W SERVICE MANUAL INSTRUCTIONS. REMOVED & REPLACED ALL ACCESS PANNELS & INSPECTION COVERS REMOVED SEATS & INTERIOR. REMOVED & REPLACED LEFT MAIN TIRE WITH 600X6 TIRE. ROTATED RT MAIN TIRE & PACKED ALL WHEEL BEARINGS. TESTED FIT OPERATION. OK AT THIS TIME. FIT BATTERY NEXT DUE DEC 2005, PERFORMED GEAR RETRACTION TEST. ADJ. LEFT GEAR DOORS, GEAR RETRACTION TEST VERY GOOD AT THIS TIME. R+R INDUCTION AIR FILTERS, & WRIST BAND</p>				
Total To Carry Forward		VAC. RESPIRATOR FILTERS.		R+R RIGHT WING SIDE

Registration No. _____

and Remarks	Signature	Certificate No.
BRAKE PADS P/N RA66-105 + BLEND	BRAKE SYSTEM.	
Removed + REPLACED BATTERY with concord 12 VOLT CB 35A		
Removed + REPLACED BOTH FRONT windows LEFT window		
P/N LP926CL RT window LP928CL + FOAM SEALING TAPE		
1 1/4 wide. PAINTED wingWALK ON RIGHT side of AIRCRAFT		
+ ON LEFT TRAILING FLAP + ON RT STEP. R+R ALL FUEL Sumps		
P/N CCA-1550. R+R CANISTER FILTERS BOTH sides with		
P/N RAPCO RA83-5-1. Removed + REPLACED GLAIR shield		
with BLACK LEATHER. see fire prof. Form. Done By AIR STAR		
INTERIORS INC. R+R VACUUM REGULATOR FILTERS. REPLACED		
MISC SCREWS THROUGHOUT AIRCRAFT AIRFRAME.		
		CONT'D over-

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
				serviced HYD POWER PACK with 5606 FLUID. THE ENTIRE AIRCRAFT WAS TREATED WITH CORROSION X ON THIS DATE, NEXT DUE 12-06. TESTED CABLE TENSION & INSPECTED FIRELEADS & PULLEYS. Complied with AD 2003 71-14 HEATER FUEL PUMP AD BY VIS INSP. OK NO LEAKS. CW AD 92-08-04 Rudder SYSTEM AD OK. Inspected. AD 96-10-03 PCW, AD 99-05-09 INDUCTION AIR FILTER. N/A; AD 99-14-01 AFM iCINS. CW BY SUPPLEMENT TO FLIGHT MANUAL. See complete AD LISTINGS. AD 97-01-01 Total To Carry Forward 6-PACKS in MAIN GEAR side BRACE Stud

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
12-5-03	Brought Forward → <i>12.5</i>	2331.44 2307.51	<i>2307.51</i>	N1580X S/N 34-757029 IA 363840128 Stephen Greer
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
8. I certify this A/C Has been inspected and is in Airworthy Condition for Return to Service.	<i>[Signature]</i>	END

Global Aviation, Inc. 220 CITATION DR. FORT WORTH, TX 76106 CRS# RT1R792H
LOG ID# 332 04-December-2003 WOV 898571 REF# 8985
N1580X S/N 34-7570298 PIPER PA-34-260T

Pg 1/1

**** ITEM # 8985-1 PERFORM 91.411 & 91.413 ****
DISCREPANCY: PERFORM 91.411 & 91.413
ACTION: ALTIMETER LEAKED. SENT TO AIR DALLAS FOR REPAIR.
ALTIMETER WAS OVERHAULED AND CERTIFIED BY AIR DALLAS.
EXCHANGED ENCODER P/N AK-850 S/N 3527 FOR TCI ENCODER P/N SSD120-30A S/N 57236
MATCHED ENCODER P/N SSD120-30A, S/N 3527 TO ALTIMETER. TESTED TRANSPONDER P/N 066-1034-02, S/N 21394
TO FAR 91.413 AND APPENDIX E OF PART 43.
PERFORMED 91.411 & 91.413 ON A/C, ALL TEST PASSED

[Signature] 12-05-03
U1R792H SOREN BOEHM Date

AIRCRAFT LOG

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4/29/04	Brought Forward →	90.3 88.49	L/A 242174 R/H 2396.00	PERFORMED 100 HR INSP. PER R/R MAIN DOOR GEAR HINGES, R/R R/H. R/R R/H AIR PUMP CWAD9324

Date: 8/01/04
 Hour Meter: 2514.37
 Airframe TT: 2514.37

PA 34-200T S/N 34-757029
 Airframe

Performed 100 hr inspection IAW manufacturers Specs. Lube chasis, replace brakes linings. Swing gear and adjust gear doors. Repair nose baggage latch. Replace passenger door latch handle
 Inspection performed by Jerry Lowenstein A&P 266067080

Total To Carry Forward				
------------------------	--	--	--	--

and Remarks	Signature	Certificate No.
MANUFACTURERS SPEC - SEE PAPER INSP. REPORT 4/29/04		
MAIN W/2H SIDE BRACK END BEARINGS, R/R ENGINE BEARING		
14 BY REPLACING Bolt. MANUFACTURERS SPEC		266067080
983 8921 _____ 11 _____		
2004 TTIME HUBS		
12.30 2659.48 2627.25 ALL AD'S C/W (SEE LIST)		266067080
RIGHT TANK SENDER + DRAIN - LEAK - REPAIRED		
LEFT ENGINE OIL LEAK - CURED - AUX HEATER - INOP.		
RIGHT ENGINE #5 CYL - LOW COMP. - REPAIRED		
GEORGE R. WILLIAMS A&P-IA (FD70) Okeechobee, FL 863 467 0038 InspectorWilliams@msn.com		
I certify that this Aircraft has been inspected i/a/w an Annual Inspection and was determined to be in AIRWORTHY CONDITION George R. Williams A&P 76306545 IA		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			

LOGBOOK ENTRY: Seneca N1580X
 THE STATIC PRESSURE SYSTEM, TRANSPONDER WITH ALTITUDE REPORTING WAS IDENTIFIED TESTED AND INSPECTED I/A/W FAR43 APPENDIX E, PAR A & C, APPENDIX F (FAR91.413) AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS TEST IS ON FILE AT THIS REPAIR STATION UNDER W.O. 7056 DATE Dec 28, 2005

SIGNATURE Mark B. Alicandrea INSP. (MBA)
TROPIC RADIO INC. 2695 N.W. 56th ST. HANGER 53-D
FT. LAUDERDALE FL. 33309 FAA APPROVED REPAIR STATION # RZ4R510M
FT. LAUDERDALE EXECUTIVE AIRPORT * ARCHER RAMP *
TELEPHONE # 954-776-4030

KT 78 S/N 21364
SSD120 S/N 57236

Total To Carry Fo **CERTIFICATION EXPIRES ON** Dec 31, 2007

Registration No. _____

and Remarks

Signature

Certificate No.

ALTIMETER SCALE ERROR
TESTED AT TROPIC RADIO INC.
FAA APPROVED REPAIR STA. #RZ4R510M

DATE

Dec 28, 2005

NARCO AVIONICS INC.

SERVICE TAG

MODEL # EL7910

S/N 10300

DATE 1/31/06

W.O.# 34374

DETACH AND AFFIX
TO LOGBOOK



TROPIC RADIO INC.

2695 N. W. 56TH ST. HANGER 53-D
FT. LAUDERDALE, FL 33309

FAA APPROVED REPAIR STATION #RZ4R510M
FT. LAUDERDALE EXECUTIVE AIRPORT *ARCHER RAMP*

PHONE: 954-776-4030



Make and Model ALTIMETER - PRESSURE

Part No: 671K Serial No: 3527

Customer: COMPASSION AIR

Inspected By: (MRA) Date: DEC 28, 2005

The component identified above was inspected and functional tested in accordance with current Federal Aviation Regulations and was found Airworthy for Return to Service.

Altimeter Calibrated to 20,000 Ft. I.A.W. FAR PART 43, APP E, (b) (FAR 91.411)

Pertinent details of this inspection are on file at this Agency under Work Order # 7056.

Authorized Representative Mark B. Almeida

Date DEC 28, 2005

SERVICEABLE

AIRCRAFT LOG

D

Aircraft Time

Entry Log

Airframe

N1580X

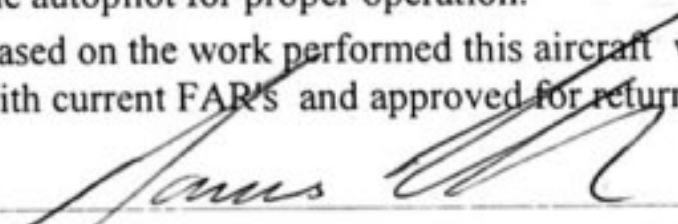
PA34-200T

Piper

SN 34-7570298

Removed, repaired, and reinstalled the autopilot console 1D720 (sn 508), Ground checked the autopilot for proper operation.

Based on the work performed this aircraft was repaired and inspected in accordance with current FAR'S and approved for return for service. For details see work order 47192


James W. Harsh

2/2/2006

for **CE Avionics, Inc.**

CRS 0E4R1411M

TTAF: 2689.93

TT Left Tac 2689.93

2/14/2006

Seneca 2 PA34-200T S/N 34-757029

Complied with heater AD 2004-21-05 AD2004-25-16 and 2004-25-16R

Total To
Carry F


A&P Jerry A Lowenstein 266067080

Registration No. _____

TTAF: 2689.93

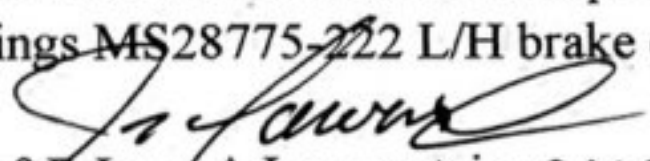
TT Left Tac 2689.93

ificate No.

02/14/2006

Seneca 2 PA34-200T S/N 34-757029

Performed 100 hr inspection IAW Piper Service Manual. FAR91.413
FAR91.411 complied with by Tropic Radio. FAR91.207 compliant. ELT battery
replaced and tested by Narco. Auto Pilot repaired by CE Avionics.
Replaced strobe tube L/H wing tip. Replaced carpet and Interior plastics all parts
FAA/ PMA approved and Flame tested by manufacturer Vantage Plane Plastics see
invoices for traceability all parts have PMA stickers on back of part. No change in
weight and balance. Inspected heater. Perform decay test passed. Calibrated fuel gage
and replaced plexiglass cover. Complied with AD2005-13-16,
and piper service bulletin 1123A and AD2005-15-10 All ADs complied with
Reference Avantex R22^{06/01} Replaced orings MS28775-222 L/H brake caliper. Lube
aircraft IAW Piper service manual.


A&P Jerry A Lowenstein 266067080

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
2-14-2006	TT	2689.93		
<p>I Certify That This Aircraft ^{Engine} Has Been Inspected In Accordance With FAA Inspection And Was Determined To Be In Airworthy Condition.</p>			<p>HUMPHREY LEMMERS ABP. 2010282 IA <i>H. Lemmers</i></p>	
Total To Carry Forward				



Dev Air Painting Center, Inc

5601 NW 15th Ave.

Ft. Lauderdale, Fl. 33309

Tel. 954-771-4412 / Fax. 954-229-1043

devairpainting@bellsouth.net

No.

LOG BOOK SUPPLEMENT

MAKE: Piper	MODEL: PA34-200T	S/N: 34-7570298
REGISTRATION #: N1580X	DATE: 04/19/06	
MAIN JOB: Strip and Paint with Polyurethane		
PRIMARY COLOR: Matterhorn White G8003 Awlgrip		
SECONDARY COLOR: Aristo Blue G5003 Awlgrip		
TRIM 1: Brown Sugar Met. F6216 AWLCraft		
TRIM 2: Stone Gray Met. F1270 AWLCraft		
CUSTOM PAINTED BY: <i>Dev Air Painting Center, Inc.</i>		
The Aircraft was stripped, etched, alodined, primed and painted with the above colors. The primary and secondary flight controls were removed and reinstalled. The primary flight controls were checked for balance before reinstallation All work was performed in accordance with manufactures maintenance manuals.		

SIGNATURE



LICENSE. #

A&P 333527899

AIRCRAFT LOG

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Descriptions of Inspections Tests, Repairs and Alterations. Entries must be endorsed with Name, Rating and Certificate Number of Mechanic or Repair Facility. (See back pages for other specific entries.)
2006				
5-31-06	Engine Tach	672709.30 RT 2740.24 HRS		<p>Piper PA-34-200T S/N 34-75702298, N1580X Removed Autopilot Pitch SERVO P/N 10508-1-487P S/N 4142A For Repairs. Reinstalled Pitch SERVO 10508-1-487P S/N 4142A, Ground Checked OK. Maintenance Flight Checked OK. Returned To Service. Not</p>

Date 5-31-06 Repair Order No. 15031 Tach Time _____
 I Certify The Above mentioned Repair(s) Are Airworthy.
 Signed Matthew Lee for
 Century Flight
 Systems, Inc.
 Mineral Wells, TX 76067
 Repair Station No. F02R816R

T
C

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
6-24-06				Performed 100 hr. inspection IAW Piper service manual & FAR 43 appendix "D". Lubricated airframe & m.l.g. Opened access panels & inspected airframe. AD ^s 93-24-14, 94-13-11, 05-20-07, 2005-13-16 are PCW. All re-occurring AD ^s are C/P. Performed gear swing - ops checked good. ELI ops checked per 91-207D. ELI batt. due date is Nov 17 2007. Inspected heater. Inspected brakes. Airframe is airworthy & may be returned to service. <i>D. Am</i> 477-08-763 A+
Tach 2689.43	2789.3			
TTAF 2689.43	2789.3			
Total To Carry Forward				

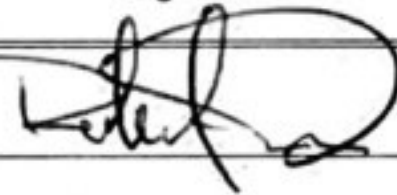
Registration No. _____

and Remarks

Signature

Certificate No.

6/26/06 installed new Battery tags



2671881

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
6-30-06 2799.99 Tach 2789.89				Replaced master switch P/N 587-836 IAW Piper service manual. Ops checked good. Airframe is airworthy + may be returned to service. - D. Amos 449-08-7163 RFP
Total To Carry Forward				

2007

and Remarks	Signature	Certificate No.
<p>Date <u>3-7-07</u> Indicates <u>2834.67</u> hrs on <u>2nd Tech</u></p> <p>I certify this airframe, airframe has been inspected according to a 12 <u>12</u> hour annual inspection and was determined to be in air-worthy condition. Total Time <u>2834.67</u></p> <p>x TTES MOH 882.07 TIPS MOH 151.33</p>	<p>A. D. conformity checked through card No. <u>07-417</u> Service letters checked for compliance through <u>C</u></p> <p>Inspection check list & pertinent details of repair on file at this agency under work order No. <u>13909</u></p>	
<p>Installed two quick drain valves, Reghed glove box cover, and center console cover. % 337 for Bogert Copper wiring and Bracket Air Filter. Packed all wheel bearings.</p>		
<p>% AD 92-08-01 RI M/G Sidelbrace Stud by inspection next due</p>		3334.67
<p>% AD 04-25-16 RI Fuel Reg Shutoff Valve by inspection next due</p>		2934.67
<p>% AD 05-13-16 NG Bolt Replacement ^{500 HR} + inspection next due</p>		3334.67
<p>% AD 05-13-16 NG Inspection ^{100 HR AM} next due</p>		2934.67

see next page →

AIRCRAFT LOG

2007

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
50 HR				
<p>AD 05-13-16 NG inspection + Lube next due 2884.67</p> <p>Replaced Brackett air filter elements, Vacuum Reg filters fuel drain valve cover on the front of spar. Installed the correct bolts in aft facing seats. Replaced seals in both main gear actuator and nose gear actuator. Replaced rubber hoses on gear actuators and lower brake lines. Riveted latch on nose tunnel cover. Replaced two fuel drain valves in left wing. Tighten and clean left fuel tank transmitter screws. Tighten scissor bolt on left main gear. Installed new seal</p> <p style="text-align: right;">See next page →</p>				
Total To Carry Forward				

and Remarks	Signature	Certificate No.
<p>on pilot side window. Serviced carry on Oxy bottle. Reinstalled seat hose on blower in aft section tail. Repaired ground on tail nav lite. Left strobe, removed lens holder, reshape holder and reinstalled, right too. Replaced two inst lite bulbs. Replaced two cabin inst lite bulbs. Replaced missing knob on rheostat. Replaced bushing and rigged nose gear down lock to specks. Repaired battery cover crack. Replaced rubber above battery on cover. Installed two nut plates on center seat bolts. Replaced pitot heat switch and fuel bowl hoses. Replaced seat (copilot) stop bolt, stop pin, spring and repaired seat back lock knob. Set inst pressure. See next page →</p>		

NOTES

EHT inspected and operational test per Action Notice A8410.1 performed OK. Removed old heater and installed new C&D Heater Model CD45K P/N CD12039-1 S/N 1328 W/7248, per Maintenance Manual MM1000.

C&D ASSOCIATES, INC. COMBUSTION HEATER HAS BEEN INSTALLED IN THIS AIRCRAFT. PLEASE FOLLOW THE AIRCRAFT OPERATING MANUAL FOR COMBUSTION HEATER OPERATING SEQUENCE AND/OR C&D ASSOCIATES, INC. 'INSTRUCTIONS FOR CONTINUED AIRWORTHINESS' SECOND EDITION, DATED 4-4-02 REVISION NONE OR LATER FAA APPROVED REVISION.

21503 FAA/PMA FOR ELIGIBILITY SEE WWW.AIRCRAFTHEATER.COM

Glued in place nose baggage door bushing, safetied bolts, and checked engagement. Cleaned and glued fuel shut off placard. Installed O-rings Hour Meter on heater. Installed inspection plates in both lower cowling per S.T.C. SA 4018 N M sec 337.

12/20/07 Installed new Gill G35 Battery
William Sensler A+P - 395345564

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.
 Signed [Signature] for

Kenosha Aero, Inc., Certificate No. KABR 076A

NOTES

DATE: 6/21/2007

Alt. Model: 5934 (LAT1111) Mfg. United S/N D8000
 This Altimeter tested to 20,000 ft. in accordance with FAR 91.411 43, App. E.
 Date 6-21-07
 SUPERIOR AVIATION, INC.
 CRS # EATR437D N1580X
 Signature [Signature]

Alt.	Alt. Reads	Tol. + - ft.	Alt.	Alt. Reads	Tol. + - ft.
-1000	-990	20	14000	14010	100
0	-10	20	16000	16010	110
500	480	20	18000	18020	120
1000	1020	20	20000	20020	130
1500	1490	25	22000		140
2000	1990	30	25000		155
3000	2990	30	30000		180
4000	4000	35	35000		205
6000	5990	40	40000		230
8000	8010	60	45000		255
10000	10010	80	50000		280
12000	12000	90			

V
W
D.
S
F

Dec 13 - 2007

NOTES

Removed & replaced left Tack Removed

@ 2853.29 New installed Tack 00.0

Removed & replaced right Tack

@ 2824.04 with new reading
00.00 of ch ok

Thomas & Lucy AS 1750321

Date 3-27-08 Indicates 3.4 hrs on LH Task NOTES

I certify that ~~airframe~~ airframe has been inspected ACCORDING TO ~~the~~ annual inspection and WAS DETERMINED to be in air-worthy condition. Total Time 285.669

Installed one new battery cover latch and adjusted heater duct and cycle switch. Adjusted cabin door top latch. Replaced seals in parking brake and fittings on top of right side Master cyls. Bleed brake system. Replaced compass light bulb and repair wiring. Repaired alternator out light circuit. Installed 5/8 Plug in left wing. Replace rivnut in left nacelle fairing. Tighten RH fuel Tank drain valve. Repaired Nose compartment cover. EIT inspected and operational test per Part 91.207 performed OK. Removed EIT for battery replacement. Installed EIT repaired by Navco on 6-2-08.

A. D. conformity checked through card No. 08-06 Service letters checked for compliance through Inspection check list & pertinent details of repair on file at this agency under work order No. 14212

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.
Signed Jack J. Miller for
Kenosha Aero, Inc., Certificate No. KABR 076A

1-5-09 #M 22,7 Removed, Voltage Reg, overvoltage
Relay, and alternators for testing or repair by Aircraft
System Inc. Right alternator O.H. by Kelly Aerospace see
8130-3 10-29-08. Left Alternator @ 500-hr inspection and repair
by Aircraft Systems Inc. see 8130-3 12-19-08. Installed O.H.
drive coupling assy on left alternator, Test run, checked for
leaks and operations. Repaired zuses in left cowling.

The aircraft and/or component identified above
was repaired and inspected in accordance with
current Federal Aviation Regulations and was found
airworthy for return to service.
Signed [Signature] for
Kenosha Aero, Inc., Certificate No. KABR 076A

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Descriptions of Inspections Tests, Repairs and Alterations. Entries must be endorsed with Name, Rating and Certificate Number of Mechanic or Repair Facility. (See back pages for other specific entries.)
2006 -12-06	Engine	Tach Lt Rt.	2732.33 2703.41	<p>Airs. Piper Seneca PA-34-200T, s/n 34-7570298, N1580X. Removed Autopilot Console 1D720 s/n 508, Trim SERVO 1C373-6-487 s/n 1848 For Repairs. Reinstalled Repaired Console 1D720 s/n 508, Trim SERVO 1C373-6-487 s/n 1848. Replaced worn Trim Cable Extension Bridle cable P/N 30B506-1. Ground checked O.K. Maintenance Flight checked "1LS" O.K. Returned To SERVICE Date 5-12-06 Repair Order No. 15072</p> <p>I Certify The Above Mentioned Repair(s) Are Airworthy.</p> <p>Signature: <i>Matthew Guet</i></p> <p>Century Flight Systems, Inc. Mineral Wells, TX, 78067 Repair Station No. FD29816K</p>

DATE	GROUND TIME	AIR TIME	TOTAL TIME	SIGNATURE OF PERSON MAKING ENTRY	TACHOMETER READING	INSPECTION REFERENCE DATA
BRT. FWD.	:	Guntly Aircraft — N1580X		5/10/2009		
	:	Tach Time	30.2 Total Time	2882.49 TSOH:		
	:	operational check of ELT. per FAR 91.207 Para D battery				
	:	replacement date April -2010 operated landing gear, tightened				
	:	loose bolts on landing gear pivot moount, lubricated gear, checked				
	:	controls and control cables and linkages. Outboard fuel transmitter				
	:	left replaced with rebuilt PN PS10013-6 see CRS QK1R429K WO				
	:	# 072920 CWAD 05-13-16 50+100 HR Items Due in 100 HRs				
	:	I certify that this <u>aircraft</u> has been inspected in accordance with an				
	:	Annual	Inspection and has been determined to be airworthy			
	:	condition.	Signature: <u>Thomas Guntly</u>			
	:					
	:					
	:					
TOTALS	:					
All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.						

DATE

Riegelman Aviation Co., LLC
 "serving the Midwest".

Mobile service to fit any schedule

Ph. (715) 686-7523

FAA CRS # RN7R687Y

Cell (262) 994-6706

N # 1580X

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110	
ACTUAL FRICTION	+5	+5	0	-5	-5	-10	-10	-5	30	15	20	30	40	15	60	40	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICTION	60	70								75	70	3	2	0	+7	+7	+6
HYSTERESIS (TOL. ± 75 FT.):				50% MAX.	+15	40% MAX.	+10	AFTER EFFECT (TOL. 30 FT.):				OK					
CASE LEAK:				OK													

ALTIMETER MAKE: UNITED

BLIND ENCODER MAKE: TCI

TRANSPONDER MAKE: GARMIN

MODEL 5934

MODEL 55D120-30A

MODEL GTX 327

S/N D8000

S/N 69341

S/N 8372955

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 7-27-09 Tech/Hobb: 0041 W.O. 1315 Signed [Signature]

F.A.A. AIR S INTEN

it or a repairs with c Aviat y for r if repa

Order No

AP

are on

MAKING ENTRY

Gr R D

TACHOMETER READING

REFER DA

BRT. FWD.

Guntly Aircraft — N1580X

4/8/2010

Tach Time 67.5 Total Time 0 TSOH: 0

prop Gov. trouble shot removed shipped in to have overhauled
reinstall after overhauled by CRS KC2R947K WO 44046 run up
check OK

Thomas a Guntly A.P. 1750321

Guntly Aircraft — N1580X

6/1/2010

Tach Time 70.7 Total Time 2922.99 TSOH:

operational check of ELT. per FAR 91.207 Para D battery
replacement date May -2012 operated landing gear, tightened loose
bolts on landing gear pivot moount, lubricated gear, checked
controls and control cables and linkages.

CW AD 05-13-16- inspected the 50 hour inspection item by 2972.99
due next band the 100 hour items due next by tt 3022.99

I certify that this aircraft has been inspected in accordance with an
annual inspection and has been determined to be airworthy

condition.

FA 1750321

Signature:

Thomas a Guntly

endorsed by a certifi
ng and cert. no.

TOTALS

DATE

MAINTENANCE, INSPECTIONS, REPAIRS AND ALTERATIONS

Guntly Aircraft — **N1580X**

6/22/2011



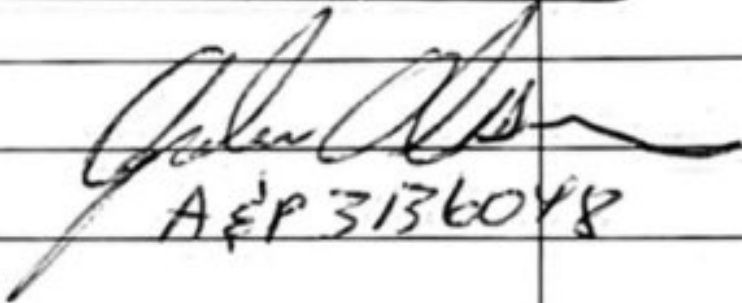
Tach Time 96.4 Total Time 2948.69 TSOH:

operational check of ELT. per FAR 91.207 Para D battery replacement date operated landing gear, lubricated gear, checked controls and control cables and linkages.

CW AD 05-13-16- inspected the 50 hour inspection item by 2998.69
100 hour items by 3048.69

I certify that this aircraft has been inspected in accordance with an
Annual Inspection and has been determined to be airworthy
condition.

IA 175032 Signature: [Handwritten Signature]

DATE	GROUND TIME	AIR TIME	TOTAL TIME	SIGNATURE OF PERSON MAKING ENTRY	TACHOMETER READING	INSPECTION REFERENCE DATA
BRT. FWD.	:	:	:			
						
Air Filter P/N <u>R154-6 L</u>				Air Filter P/N <u>R154-6 R</u>		
Changed at:		Next Change:		Changed at:		Next Change:
<u>0116.5</u> Hrs.		_____ Hrs.		<u>0114.6</u> Hrs.		_____ Hrs.
Date: <u>7/6/12</u>		Date: _____		Date: <u>7-6-12</u>		Date: _____
MANDATORY REPLACEMENT: 500 hours in service, annually, or pump replacement, whichever comes first. Hartland, WI 53029 USA				MANDATORY REPLACEMENT: 500 hours in service, annually, or pump replacement, whichever comes first. Hartland, WI 53029 USA		
:	:	:	:	 <u>AEP 3136048</u>		
:	:	:	:			
:	:	:	:			
:	:	:	:			
:	:	:	:			
:	:	:	:			
TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.		

DATE

Riegelman Aviation Co., LLC

Mobile service to fit any schedule

"serving the Midwest".

Ph. (715) 686-7523

FAA CRS # RN7R687Y

Cell (262) 994-6706

N # 1580X**ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE**

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20 70	25	30 70	30 70	35	70	40	60	80 80	90	100	90	110	
ACTUAL FRICTION	0	+5	+5	+9 20	+10 20	+10 20	+10 30	+15	90	+15	+10	+10 40	+10	+10	50	+10	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130 100	140	155 120	180 140	205 160	230 180	255	280 250	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICTION	+15	+10 60	+15	+20 30	X	X	X	X	X	-5	+5	+7	+5	0	+4	+5	0
HYSTERESIS (TOL. + 75 FT.):				50% MAX.	+20	40% MAX.	+10	AFTER EFFECT (TOL. 30 FT.):				+5	CASE LEAK: OK				

ALTIMETER MAKE: UNITEDBLIND ENCODER MAKE: FCITRANSPONDER MAKE: GARMINMODEL 5934MODEL 550120-30AMODEL GTX 327S/N D8000S/N 69341S/N 8372953CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 25,000 FT. TO COMPLY WITH FAR 91.411

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 8-22-12 Tach/Hour: 116 W.O. 1597 Signed: [Signature]

DATE

Great Lakes Air Motive, Inc.

BRT.
FWD.

262-635-0500

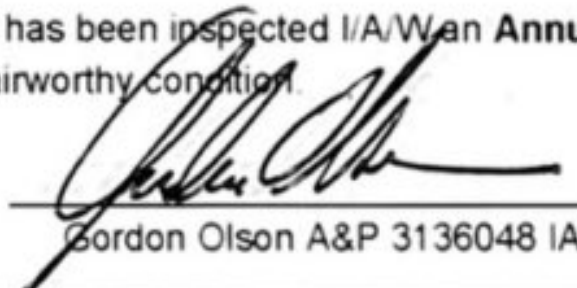
AIRCRAFT REG: N1580X
AIRCRAFT S/N: 34-7570298
AIRCRAFT MODEL: PA34-200T
TACH: Left engine (0116.5)
TTAF: 2968.79

INSPECTION
REFERENCE
DATA

DATE: 09/15/2012

Performed 100 Hr inspection and addressed service items I/A/W checklist as defined in Part 43 Appendix D. Inspected and tested ELT per manufacturer's instructions and applicable FAA guidelines and found it meets the requirements of section 91.207 (d). ELT battery expires end of 06/2015. Performed gear swing I/A/W Piper PA34-200T (Seneca II) service manual. Installed new right & left vacuum filters P.N. RA1-J46. C/W A.D. 92-08-04 rudder torque tube fitting and hardware. Removed old hardware, inspected fitting and coated with chromate, installed new hardware kit P.N. 764-100V and torqued to proper specs. A.D. 97-01-01R1 MLG side brace stud 500 hr. inspection was PCW on 03-07-2007 @ 2834.67 left tach. with tach change @ 2853.29 to 000.00 next due @ 481.38 left tach. A.D. 05-13-16 nose gear inspections are as follows: 500hr. bolt replacement and inspection P/C/W @ 2834.67 with tach change @ 2853.29 to 000.00 next due @ 481.38 left tach. Nose gear 100 hr. inspection P/C/W @ tach time 096.4 next due @ 196.4 left tach. Nose gear 50 hr. inspection P/C/W @ tach time 96.4 next due 146.4 left tach. C/W A.D. 04-25-16 R1 fuel regulator shut off valve by inspection next due 100 hrs. A.D. 10-15-10 could not locate previous inspection in logs, re-inspected I/A/W S.B 1197B. New C&D heater P.N. CD12059-1 previous installed on 03/07/07 heater hobbs meter reads 0014.0

I certify as of this date 09/15/2012 that this aircraft has been inspected I/A/W an **Annual** inspection per Part 43 Appendix D and was determined to be in airworthy condition.


Gordon Olson A&P 3136048 IA

TOTALS

a certificated
IO.

DATE

Date: 9/25/2012; Aircraft: N1580X; Type: PIPER PA-34-220T SENECA; S/N: 34-7570298; Tach:: Total Time:
 Left Tach: 119.4 Right Tach: 117.5
 Airframe Work

Removed manifold pressure gauge, p/n 37554-0, s/n 7815 and installed manifold pressure gauge, p/n 1U028-002-15S, 37554-0, s/n 8775, after overhaul by Mid-Continent Instrument Co, Inc, CRS# OL2R061L, WO# WRK0147751, dated 8/27/2009. Removed right hand alternator, p/n 01633, s/n 7020367 and installed alternator, p/n ALX9525B, s/n K050640, after overhauled by Aircraft Systems, Inc., CRS# KC2R947K, WO# 46723, dated 6/9/12. Ground runs for operational and leak checks good.

Jon Weigand
 A&P 389866678

Jon Weigand A&P 388866678

Wisconsin Aviation - Madison
 3606 Corben Court
 Madison, WI 53704
 608-268-5003



Wisconsin Aviation - Watertown
 1741 River Drive
 Watertown, WI 53094
 920-261-4567

Great Lakes Air Motive, Inc.
 262-635-0500

AIRCRAFT REG: N1580X
 AIRCRAFT S/N: 34-7570298
 AIRCRAFT MODEL: PA34-200T
 TACH: Left engine (0119.9)

DATE: 10/27/2012

Installed modification of lower cockpit skin (P/N95160-2) to allow for addition of access panel (P/N36565-4) Doubler and (P/N 36565-2) Access panel to match the installed configuration on later model Seneca III-IV. Modification installed I/A/W Piper Repair Engineering order #PA-34-200T (7570298) /01-Y12500 installation instructions. (see Piper Repair engineering order dated 10/26/2012).

Modification was completed to allow for repair of front nose gear rear support bracket mounting hardware that had become loose at bulkhead. Replaced rivets and installed structural bolts to secure support bracket

Gordon Olson
 Gordon Olson A&P 3136048 IA

ODA-510620-CE A

DATE

Great Lakes Air Motive, Inc.

262-635-0500

DATE: 09/05/2014

AIRCRAFT REG: N1580X

AIRCRAFT S/N: 34-7570298

AIRCRAFT MODEL: PA34-200T

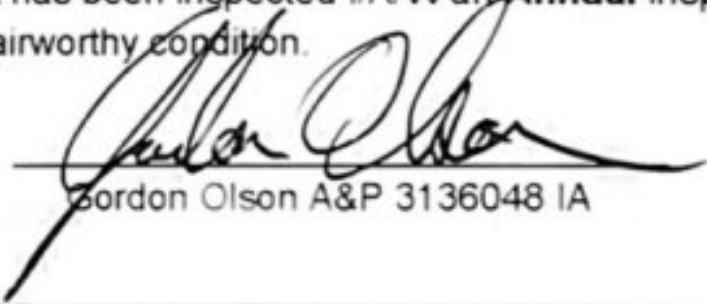
TACH: Left engine (0121.9)

TTAF: 2974.19

INSPECTION
REFERENCE
DATA

Performed 100 Hr inspection and addressed service items I/A/W checklist as defined in Part 43 Appendix D. Inspected and tested ELT per manufacturer's instructions and applicable FAA guidelines and found it meets the requirements of section 91.207 (d). ELT battery expires end of 06/2015. Performed gear swing I/A/W Piper PA34-200T (Seneca II) service manual. Replaced R&L induction air filters. Repaired brake reservoir vent tube. A.D. 97-01-01R1 MLG side brace stud 500 hr. inspection was PCW on 03-07-2007 @ 2834.67 left tach. with tach change @ 2853.29 to 000.00 next due @ 481.38 left tach. A.D. 05-13-16 nose gear inspections are as follows: 500hr. bolt replacement and inspection P/C/W @ 2834.67 with tach change @ 2853.29 to 000.00 next due @ 481.38 left tach. Nose gear 100 hr. inspection P/C/W @ tach time 096.4 next due @ 196.4 left tach. Nose gear 50 hr. inspection P/C/W @ tach time 96.4 next due 146.4 left tach. P/C/W A.D. 04-25-16 R1 fuel regulator shut off valve by inspection next due 94.6 hrs. tach time of 216.5 on left tach. A.D. 10-15-10 could not locate previous inspection in logs. re-inspected I/A/W S.B 1197B. New C&D heater P.N. CD12059-1 previous installed on 03/07/07 heater hobbs meter reads 0014.1

I certify as of this date 09/05/2014 that this aircraft has been inspected I/A/W an **Annual** inspection per Part 43 Appendix D and was determined to be in airworthy condition.



Gordon Olson A&P 3136048 IA

TOTALS

a certificated
IO.

DATE

Date: 10/09/2014; Aircraft: N1580X; Type: PIPER PA-34-220T SENECA; S/N: 34-7570298; Tach: 126.30; Total Time:

Airframe Work

Resealed left copilot, and right and left pilots master cylinders with new orings. Serviced system and bled brakes. Reset right cowl flap rod end and isolated breather tube. Installed new left CHT probe p/n 553-673. Paralleled left and right alternators. Ground run for operational and leak checks good for work performed.

Benjamin J. Pitterle
A&P390747277 IA

Benjamin J. Pitterle IA 390747277



Wisconsin Aviation - Madison
3606 Corben Court
Madison, WI 53704
608-268-5003

Wisconsin Aviation - Watertown
1741 River Drive
Watertown, WI 53094
920-261-4567

Great Lakes Air Motive, Inc.

262-635-0500

DATE: 11/02/2014

Removed hydraulic power pack and installed overhauled power pack purchased from Power Packs Plus, LLC and overhauled by Aerospace Turbine Rotables Inc. Work order #61834 P.N.HYC5005 S.N.3819 (see FAA form 8130-3) this page. Installed pump, flushed and replaced hydraulic fluid with 5606. Bled all lines and performed gear swing. Gear/pump operational checked good.

AIRCRAFT REG: N1580X

AIRCRAFT S/N: 34-7570298

AIRCRAFT MODEL: PA34-200T

TACH: Left engine (0126.9)

Gordon Olson

Gordon Olson A&P 3136048 IA

DATE

BRT.
FWD.

TOTALS


Altimeter Test Data per FAR 91.411 IAW FAR 43 Appendix E Par B

On Altitude LLC. Repair Station | Work Order # 1377 | Date 12/03/2014

Tail Number N1580X | Position PILOT

Altimeter Mod/Type UNICATED 57934 | Serial Number D 8000

Table 1			Table 2						
ALT	TOL	IND	TEST	TOL	IND				
-1,000	20	-20	CASE LEAK	+/-100	-78				
0	20	0							
500	20	-10	HYSTERISIS TEST						
1,000	20	-15	50% of Max ALT	75	+20				
1,500	25	-20	40% of Max ALT	75	0				
2,000	30	-25	AFTER EFFECT	30	-15				
3,000	30	-25							
TABLE 3			TABLE 4						
FRICTION			BARO SCALE						
ALT	TOL	IND	HG	ALT	DIFF	TOL			
10 000	80	+10	1,000	70	-30	28.10	-1727	+3	+25
12 000	90	+20	2,000	70	-30	28.50	-1340	0	
14 000	100	+30	3,000	70	-30	29.00	-863	+12	
16 000	110	+50	5,000	70	-30	29.50	-392	+25	
18 000	120	+65	10,000	80	-40	29.92	0	0	
20 000	130	+65	15,000	90	-50	30.50	531	-11	
22,000	140		20,000	100	-50	30.90	893	-13	
25,000	155		25,000	120		30.99	974	-4	
30,000	180		30,000	140		Next Altimeter Certification			
35,000	205		35,000	160					
40,000	230		40,000	180					
45,000	255		50,000	250		Due <u>01/01/2016</u>			
50,000	280		This Altimeter in reference to the work performed is returned to service.						



On Altitude LLC. Repair Station OQLR736Y | Date 12/03/14

Signed [Signature] 3330291

ATURE OF PERSON KING ENTRY	TACHOMETER READING	INSPECTION REFERENCE DATA
On Altitude LLC - Repair Station OQLR736Y	Date <u>12/03/2014</u>	WO# <u>1377</u>
N Number <u>N1580X</u>	Make <u>PEPPER</u>	Model <u>PA34</u>
I certify that the <i>Static System checks</i> required by 14CFR FAR 91.411 have been performed this date and found to comply with FAR43 Appendix E.par.a. Signed <u>[Signature]</u>		
I certify that the <i>ATC Transponder Tests and Inspections</i> required by 14CFR FAR 91.413 have been performed this date and found to comply with Far 43 Appendix F. Signed <u>[Signature]</u>		
Transponder 1 <u>6ALM001</u>	Serial <u>8322955</u>	
Transponder 2 <u>6TR-327</u>	Serial <u>-</u>	
I certify that the <i>Automatic Pressure Altitude Recording System Checks</i> required by 14CFR FAR91.217 and FAR91.411 have been performed this date and found to comply with FAR Appendix E, par. c. Signed <u>[Signature]</u>		
Encoder 1 <u>55D120-20</u>	Serial <u>69341</u>	
Encoder 2 <u>TC2</u>	Serial <u>-</u>	
I certify that this aircraft/component has been inspected in accordance with current FAA regulations and is approved for return to service. Details of the repair are on file under this work order. Signed <u>[Signature]</u>		

inspections, alterations must be endorsed by a certificated repair agency with name, rating and cert. no.

DATE

MAINTENANCE, INSPECTIONS, REPAIRS AND ALTERATIONS



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

January 4, 2017

N1580X

Hobbs: 124.4

1. Installed new battery. Review and check AD compliance.
2. Comply with AD 13-02-13, stabilator cable by visual inspection, no defects found.
3. Look over aircraft, perform run up. Approve aircraft airworthy for one time ferry flight. Contact the Milwaukee FSDO and secure a ferry permit.

This Aircraft has been inspected and has been found safe for the intended flight in accordance with Special Flight Permit dated Jan 3rd, 2017.

Samuel Cryer


Airframe & Powerplant

A&P95526492

A handwritten signature in black ink, appearing to read "Samuel Cryer", is written over a horizontal line.

Airframe

wo: PS17003

DATE	GROUND	AIR	TOTAL	SIGNATURE OF PERSON	TACHOMETER	INSPECTION REFERENCE DATA							
													
Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800													
<table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">May 22, 2017</td> <td style="width: 15%;">N1580X</td> <td style="width: 15%;">Hobbs: 125.2</td> <td style="width: 15%;">ACTT: 2977.49</td> <td colspan="3"></td> </tr> </table>							May 22, 2017	N1580X	Hobbs: 125.2	ACTT: 2977.49			
May 22, 2017	N1580X	Hobbs: 125.2	ACTT: 2977.49										
<p>1. Removed the left and right engines from N1580X. Removed propellers and Governors. Removed all components that will be transferred to the new engine including all the baffling and sensors. Removed sump heating pads. Disconnected all controls. Engines removed. Newly overhauled engines prepped as per instructions from TCM and installed onto N1580X using new engine mounts and new hardware. Installed new vacuum pumps on each engine, installed new turbo system, installed all baffling after repairs and painting, routed spark plug leads, installed new induction filters, installed new hoses and routed, installed new instrument air filters, installed governors with new gaskets, installed propellers using new seals, sump heat pad installed, Install spinner. Un-preserved engines and added Phillips 20W50 Type M oil. Installed new spark plugs. Ran engines for operational and leak checks prior to fuel system set up.</p>													
Airframe wo: PS17029													
TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificate mechanic or repair agency with name, rating and cert. no.									

BRT.
FWD.

DATE

MAINTENANCE, INSPECTIONS, REPAIRS AND ALTERATIONS




Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

2. Completed engine fuel set ups IAW SID 97-3G. Engine runs performed as per TCM procedures. First engine runs performed without cowling to check for operation and leaks. Set-up runs were all performed with the cowlings installed for proper cooling and proper temperature control. Fuel set ups required many runs and adjustments on not only the upper and lower fuel setting, but also on the turbocharger waste gate as it is a fixed gate which required adjustments after each corresponding fuel adjustment. Engine runs were limited to a half hour at a time to ensure that each engine was not being over temped. After all adjustments were completed, the engines make full manifold pressure, correct top end fuel flow, correct rpm, and correct idle mixture control setting. Engine are ready for first break in flight. Installed (2) 751-898 - Dyna Seal. Engines are ready for return to service. Installed (2) MS9144-01 - Gasket, Prop Gov, Installed (2) MS35769-11 - Gasket, Crush, Installed (2) B3-5-1 - Filter, Garter, Installed (8) AN3-5A - Bolt, Installed (2) BA-3 - Air filter, Installed (12) AN931-4-16 - Grommet, Installed (4) AN931-12-20 - Grommet, Installed (1) 211CC - Vacuum Pump, Installed (1) 212CW - Vacuum Pump, Installed (2) C3317-228 - Oring, Installed (2) MS91919WDG32 - Clamp, Installed (4) MS21919-WDG16 - Adel Clamp, Installed (2) AS3569-232 - Oring, Installed (8) 94011-20 - Engine Mount, Installed

Airframe

wo: PS17029

DATE	GROUND TIME	AIR TIME	TOTAL TIME	SIGNATURE OF PERSON MAKING ENTRY	TACHOMETER READING	INSPECTION REFERENCE DATA
BRT. FWD.	 <p>Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800</p>					
<p>3. Completed 100Hr/ Annual Inspection IAW FAR 43 para D, using the Piper Seneca inspection form as a guide.</p> <p>4. Replaced ELT batteries with new Duracell batteries, P/N MN1300. Next replacement due March 2021. Installed (6) MN-1300 - D-Cell Battery.</p> <p>5. Removed old door seal from rear entrance door and cleaned seal surface of old glue. Fit and cut new door seal to each specific door on aft entrance and baggage door. Installed new door seal on both doors. Installed entrance door and checked both door for proper fit with new seal installed. Installed (1) P301-1 - Piper Door Seal.</p> <p>6. Removed cabin door from aircraft. Removed all old seal and dried out, caked on glue. Chemically removed old glue from door and around all rivets where glue was put on trying to seal door with various door seals. Scraped and brushed off old glue and sealant used. Installed and fit new door seal to door and trimmed as required. Glued new door seal to door and allowed to cure. Installed door and adjusted fit to account for the new door seal installation. Door fitment and operation is good. Installed (4) MS24665-132 - Cotter Pin, Installed (1) P301-1 - Piper Door Seal.</p>						
TOTALS	:	:	:	Airframe	wo: PS17029	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.


DATE

MAINTENANCE. INSPECTIONS. REPAIRS AND ALTERATIONS



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

7. Remove left and right engine mounts for inspection. Engine mount frames required engine pad mounts to be removed and painted. Removed engine mounting pads from frame, cleaned dirt and grease from pads and primed with a phosphate primer and painted gloss black with a high temp paint. Mount frames media blasted and all tubes and welds inspected for damage and cracks. Engine mounts sent out for powder coating. Engine mount pads installed onto newly powder coated frame using all new hardware and torqued to spec. Cleaned firewall and steel structure cleaned of light rust. Firewall pads primed and painted. Installed engine mount frame assembly using new bolts and hardware and torqued to specs.
8. Clean all baffling and made several repairs to baffling to eliminate cracks. All baffling painted using gloss black paint to match the engine. Flexible baffling inspected and replaced where necessary. Cowlings were inspected for proper contact with baffling and was found to make proper contact.
9. Inspected cowling braces and stripped old paint and removed rust. Primed and painted braces and painted gloss black with high temp paint. Installed with new hardware and adjusted to fit cowlings properly.

DATE	GROUND	AIR	TOTAL	SIGNATURE OF MECHANIC	FAVORABLE	INSPECTION REFERENCE ATA
BRT. FWD.						
				Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800		
				<p>10. Original P-leads are not correct for new engine installation. Removed old P-leads and built up new shielded leads to run from firewall to magnetos on both left and right engines. Installed new terminal ends and installed wiring harness. Upon engine operational runs, magneto operational checks were satisfactory. Mags tested satisfactorily and no operational noise was detected from the P-leads during operation.</p>		
				<p>11. Replace instrument air filters with new filters, P/N AA2J4-6. Installed (2) 2J4-6 - Pneumatic Filter.</p>		
				<p>12. Fabricated a scarf patch and riveted to right induction tube using solid rivets. Upon installation, the alternate air door cable was found to severely rub into the induction airbox tube. Re-positioned cable to allow for proper clearance. Operational checks are good.</p>		
				<p>13. Secured loose harness under instrument panel that was interfering with control wheel operation. Secured wiring away from all controls and checked control operation to ensure all control operation was not impeded by any wiring or hoses. Remove ring terminal on a loose wire and capped. Secured bracket holding wiring in place.</p>		
TOTALS				Airframe mechanic or repair agency with name, rating and cert. no.	wo: PS17029	ificated

DATE



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

- 14. Repaired tail cone upper half by laying out broken plastic pieces and installing the pieces with epoxy and backing up with fiberglass matting. Built up a structure with the fiberglass and then filled areas as necessary to provide a smooth finish to prep for painting. Matched and painted. Installed upper tail piece and checked clearances to the tail during operation.
- 15. Replace L/H nav light lens with new lens, P/N 68-4230020-50. Installed (1) 68-4230020-50 - lens.
- 16. All AD's checked current through 2017-11.

I certify that this aircraft has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS17029.

Samuel Cryer Airframe & Powerplant A&P95526492 IA

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Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

March 26, 2018

N1580X

Hobbs: 147.0

1. Jacked aircraft. Removed nose strut and disassembled strut to replace seals with new P/N 484-695, MS28775-327, MS28775-227 and 10V90 Wiper Ring using strut seal kit JMPRNS1. Reassembled strut and installed, serviced strut with 23282 hydraulic fluid as required. Lowered aircraft off jacks and serviced strut with nitrogen as required. Discovered valve core leaking, removed and replaced with new P/N 302DN valve core. Jacked aircraft and performed gear retraction tests, all checks are good.
2. Service tires as required.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18068.

William Polachek Airframe & Powerplant A&P2848502

A handwritten signature in cursive script that reads "William J. Polachek". The signature is written over a horizontal line.

wo: PS18068

Airframe

page 3 of 3

	:	:	:			
	:	:	:			
TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.		

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ENCE
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DATE

MAINTENANCE, INSPECTIONS, REPAIRS AND ALTERATIONS



Waukesha County Airport / Crites Field
2441 Aviation Drive
Waukesha, WI 53188
(800) 443-4490
FAA# NC5D062N

AIRCRAFT LOG ENTRY


DESCRIPTION OF WORK DONE:

N# 1580X

Removed seats and interior as necessary to gain access to Century III Autopilot Computer. Removed Autopilot Computer from aircraft for bench test. After bench test, reinstalled Autopilot Computer in aircraft. Tested and found Autopilot will not engage. Cleaned connectors on disconnect box and aircraft harness end. Reconnected plug and cycled Autopilot on and off multiple times. Checked startup voltage on Pitch Servo and found okay. Reinstalled computer connector and closed system. Reinstalled interior. Tested system and found to meet MPS. Installed four (4) pieces of aluminum to sandwich left passenger headset jacks in upholstery and installed two (2) screws to hold upholstery to side wall. Re-secured jacks and function tested. Found to meet MPS. Removed Glideslope coupler from aircraft for bench alignment. After alignment, reinstalled unit in aircraft and ground tested. Found to meet MPS. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 5/25/2017 Tach: 127.2 W.O.# 510354 Signed: 

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

DATE	GROUND	AIR	TOTAL	SIGNATURE OF PERSON	TACHOMETER	INSPECTION REFERENCE TA
	wo: PS18114				Airframe - page 1 of 2	
BRT. FWD.						
	Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800					
	N1580X				June 13, 2018	
	Hobbs: 148.9					
	<ol style="list-style-type: none"> 1. Completed 100 hr/annual inspection IAW FAR 43 appendix D using Piper PA34-200T inspection form as a guide. Installed (2) BA-3 - Air filter, Installed (2) B3-5-1 - Filter, Garter. 2. Inspected ELT IAW FAR 91.207 part D. Ops check good. Battery replacement next due Feb 2024. Signal check preformed by SkyCom Avionics. 3. Gained access to bridle cables to check the cable tensions to the servos. Tensions checked and were found to be in tolerance. Aircraft cable tensions checked and were found to be within specs. 4. Left engine cowl top forward fastener for O/B cowl does not lock. Receptacle worn, found serviceable receptacle, removed and replaced receptacle. 5. Removed instrument face plate to facilitate removal of attitude indicator. Removed and replaced attitude indicator with attitude indicator supplied by Skycom. 6. Troubleshoot L/H fuel indicator. Checked wiring, checked connections and grounds at sending units. Found piece of wire making contact against fuel gauge connection posts. Removed wire contacting the back of the gauge. Operational check is good. 7. Replaced 2 stripped rivnuts on L/H O/B leading edge panel. Drilled out striped rivnuts and installed new. 8. Tightened loose battery solenoid cable to positive terminal. Checked all other posts for proper torque of terminal fittings. 					
TOTALS						

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Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

9. Removed and replaced left and right oil pressure switches with new P/N 587-956 switch. Operational and leak checks are good.
10. Trouble shoot left fuel leak and discovered the left inboard sending unit is leaking. Gained access to the sending unit. Tightened left inboard fuel sending unit and saftied. Cleaned fuel staining from area, no further leaks noted.
11. Found right wheel bolt broken. Disassembled right wheel and inspected wheel and brake for possible damage. No defects noted. Reassembled and installed new AN5-36A bolt, AN960-516 washers, and MS21044N5 nut. Wheel bolts torqued to specs.
12. Adjusted left engine exhaust. Loosened v-band clamp and support clamp to exhaust, adjusted exhaust system to allow for full travel of cowl flap. Ops check good.
13. Cleaned and waxed the aircraft for delivery. Degreased engine cowls, vacuumed interior and cleaned all windows.
14. All AD's checked current through 2018-13.

I certify that this aircraft has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18114.

William Polachek Airframe & Powerplant A&P2848502

A handwritten signature in black ink that reads "William J. Polachek". The signature is written in a cursive style and is positioned over a horizontal line.

DATE

GROUND

AIR

TOTAL

DN
CEBRT.
FWD.

Waukesha County Airport / Crites Field
 2441 Aviation Drive
 Waukesha, WI 53188
 (800) 443-4490
 FAA# NC5D062N

AIRCRAFT LOG ENTRY

N# 1580X

DESCRIPTION OF WORK DONE:

Removed #1 Garmin GNS-430W WAAS/GPS/Nav/Com (P/N 011-01060-45) S/N 96307054 from aircraft for software update. After update, reinstalled unit in aircraft. Main software is current at version 5.40 and GPS software is current at version 5.0. Tested and found to meet MPS. Removed #2 Garmin GNS-430W WAAS/GPS/Nav/Com (P/N 011-01060-45) S/N 96307164 from aircraft for software update. After update, reinstalled unit in aircraft. Main software is current at version 5.40 and GPS software is current at version 5.0. Tested and found to meet MPS. Removed Garmin GTX-345 Transponder (P/N 011-03302-00) S/N 3EG006208 from aircraft for software update. After update, reinstalled unit in aircraft. Main software is current at version 2.12 and ADS-B software is current at version 2.10. Restored configuration. Tested unit in accordance with FAR 43 App. F and found to meet MPS. Ramp tested output message of Artex ELT-345 406 MHz ELT S/N 267-06924 and verified HEX code ID 2DC88 5B618 FFBBFF (country code 366) in accordance with manufacturer procedures. Rest of ELT inspection completed by Plane Safe Aircraft Maintenance, Inc. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---

Date: 6/13/2018

Tach: 148.9

W.O.# 511013

Signed: _____

A handwritten signature in black ink, appearing to read "A. J. Hall", is written over a horizontal line.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.

TOTALS

Skycom Form C (Rev. 0) 2-06

mechanic or repair agency with name, rating and cert. no.



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

N1580X
Hobbs: 152.7

Piper, PA34-200T, S/N: 34-7570298

August 6, 2019

1. Completed 100Hr/ Annual Inspection IAW FAR 43 appendix D, using Piper PA34-200T inspection forms as a guide.
2. Inspected ELT IAW FAR 91.207 part D. Ops check good. Battery replacement next due FEB/2024. Signal check performed by Skycom Avionics.
3. Cleaned, inspected and repacked wheel bearings. Removed corroded outboard bearing and race on nose tire and replaced with new P/N 13836-20629 race and 13889-20629 bearing. Removed corroded outboard bearing and race on right tire and replaced with new P/N 13836-20629 race and 13889-20629 bearing.
4. Cleaned and inspected left and right fuel strainers.
5. Repaired damaged right wingtip light assembly. Replaced damage "green" nav light lens with new p/n 68-4230020-40 Lens and p/n 34-0070373-01 Bulb. Replaced INOP right strobe bulb with serviceable p/n A427 Bulb. Installed new molex connectors on to strobe wiring. Repaired damaged ground wire. Performed ops ck, all cks satisfactory.
6. Remove and replace tube with new 6.00-6 tube. Inspected tire, no discrepancies found. Installed (1) 6.00-6 - Tube, Installed (1) N2-2 - Nitrogen Service, Medium.
7. Replaced missing spacers for right gear door linkage bolt with new.
8. Left nose bowl on right and left engine has crack at inboard edge, removed baffle and epoxy crack.
9. Removed and replaced left and right instrument air filters with new P/N RA2J4-6. Installed (2) 2J4-6 - Pneumatic Filter.
10. Cleaned out all dirt and loose debris found in left aft corner for nose baggage. Inspected for corrosion, no corrosion found.
11. Checked mounting bolts for proper torque on both left and right inboard and outboard fuel sending units. Cleaned up residual fuel staining on sending units. Leak checked, no leaks found at this time.



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

- 12. Fuel sump drains on left and right wing coated in residual fuel. Cleaned and inspected left and right wing fuel sump drains of all residual fuel, performed leak check, no leaks found at this time.
- 13. Removed cracked nose wheel well cover, cleaned and repaired several cracks with fiberglass.
- 14. Removed corrosion on left side of lower nose and left nose gear door. Treated cleaned area, prepped and painted to match.
- 15. All AD's checked current through 2019-17.

I certify that this aircraft has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS19163.

Samuel Cryer Airframe & Powerplant A&P95526492 iA

	:	:	:	
	:	:	:	
	:	:	:	
TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.

DATE

(262) 521-8180

SKYCOM AVIONICS, INC.

N # 1580X

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20 70	25	30 70	30 70	35	70	40	60	80 80	90	100	90	110	
ACTUAL FRICTION	+15	5	15	15 40	25	30 40	30 40	35	40	25	10	10 60	0	+10	60	+30	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130 100	140	155 120	180 140	205 160	230 180	255	280 250	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICTION	+50	+70 70								1730	1345	865	900	0	+520	+835	+970
HYSTERESIS (TOL. ± 75 FT.): MAX.				50% +25	40% MAX.	+20	AFTER EFFECT (TOL. 30 FT.): OK				CASE LEAK: OK						

ALTIMETER MAKE: United Instruments
 MODEL 5934
 S/N D8000

BLIND ENCODER MAKE: TransCal
 MODEL SSD120-30A
 S/N A69341

TRANSPONDER MAKE: Garmin
 MODEL GTX-345
 S/N 3EGP06208

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.



The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 8-5-19 ^{Left} Tach/Hobb: 0152.8 w.o. 511617 Signed TWJ

WAUKESHA COUNTY AIRPORT / CRITES FIELD

WAUKESHA, WI 53188

FAA NO. NC5D062N

DATE	GROUND TIME	AIR TIME	TOTAL TIME	SIGNATURE OF PERSON MAKING ENTRY	TACHOMETER READING	INSPECTION REFERENCE
BRT. FWD.				Waukesha County Airport / Crites Field 2441 Aviation Drive Waukesha, WI 53188 (262) 521-8180 FAA# NC5D062N		
AIRCRAFT LOG ENTRY						
DESCRIPTION OF WORK DONE:						N# 1580X
Updated Garmin GTX-345 Transponder S/N 3EG006208 main software from version 2.12 to current version 2.52 and ADS-B software from version 2.10 to current version 3.12 in accordance with Garmin SB1903 Rev. A, dated February 7, 2019. No change in aircraft documentation necessary. Completed Altimeter, Static, Transponder, Encoder certification (see Altimeter, Static, Transponder, Encoder Certificate for full certification). Ramp tested output message of Artex ELT-345 406 MHz ELT S/N 06924 and verified HEX code ID 2DC88 5B618 FFBFF (country code 366) in accordance with manufacturer procedures. Rest of ELT inspection completed by Plane Safe Aircraft Maintenance, Inc. All work was done and tested in accordance with applicable parts of AC 43.13 1B/2B and manufacturer's install/service manuals. ---END---						
Date: <u>8/05/2019</u>		Tach: <u>152.8</u>		W.O.# <u>511617</u>		Signed: 
The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the above work order number.						
<i>Skycom Form C (Rev. 0) 2-06</i>						
TOTALS	:	:	:	All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.		

DATE

MAINTENANCE, INSPECTIONS, REPAIRS AND ALTERATIONS



SUNSHINE AIRCRAFT REPAIR, INC
10460 52nd STREET
KENOSHA, WI 531244

#: N1580X Make: PIPER PA34-200T S/N: 34-7570298
Date: 11-12-2020 HM: 171.5 TTA: 3023.79

AIRCRAFT LOG ENTRY*

REMOVED ENGINE TACHS, MANIFOLD PRESSURE GAGES, FUEL FLOW GAGE AND EGT GAGE. DISCONNECTED WIRING AND LINES TO ENGINE INSTRUMENT DISPLAYS AND FABRICATED COVER PLATE TO BLOCK OUT GAGES. INSTALLED USB-6A KIT, TWO ELECTRONICS INTERNATIONAL CGR-30P GAGES AND ONE CGR-30C GAGE WITH ASSOCIATED PARTS AND SENSORS. SEE FAA FORM 337 THIS DATED. REVISED AIRCRAFT WEIGHT AND BALANCE. PERFORMED FUNCTIONAL CHECKS PER INSTALLATION MANUAL. REPLACED ALL FUEL TANK HOSES WITH NEW. RELOCATED AVIONICS FAN TO CLEAR CGR-60P GAGE. RELOCATED ELT SWITCH. CHECKED AND SERVICED TIRES. CHECKED AND SERVICED GEAR STRUTS. CHECKED LIGHTS. CHECKED AND LUBED GEAR FITTINGS. CHECKED BRAKE

(CONT)

(CONT)

LININGS AND BRAKE RESERVOIR. CHARGED BATTERY AND LOA TESTED. CHECKED FUEL REGULATOR PER AD2004-25-16R1. JACKED AIRCRAFT AND PERFORMED GEAR RETRACTION TEST AND INSPECTION. CHECKED GEAR WARNING HORNS AND LIGHTS. CHECKED GEAR OPERATION BOTH NORMAL AND EMERGENCY. AD STATUS CHECKED THRU 2020-20....END.....

SUNSHINE AIRCRAFT REPAIR INC.



I CERTIFY THIS AIRCRAFT
HAS BEEN INSPECTED IN ACCORDANCE
WITH AN ANNUAL INSPECTION
AND HAS BEEN DETERMINED TO BE IN
AIRWORTHY CONDITION.

Howard W. Siedlecki
HOWARD W. SIEDLECKI
AP 2111293 IA

DATE

REG. NO.	N1580X
MAKE	PIPER
MODEL	PA34-200T
S/N	34-7570298

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	05/18/21
HOBBS	
ACTT	

BRT.
FWD.

REPLACED BOTH MAIN TIRES WITH NEW CONDOR TIRES PROVIDED BY OWNER, USING NEW TUBES (P/N 092-500-0) - R/H MAIN TIRE WAS REPLACED WITH 6.00x6 - 8 PLY TIRE (P/N 072-317-0, S/N 9155W00364) - L/H MAIN TIRE WAS REPLACED WITH 6.00x6 6 PLY TIRE (P/N 072-314-0, S/N 9039W00334) - FOUND 1 BOLT IN L/H MAIN WHEEL BROKEN, REPLACED ALL 3 BOLTS (P/N AN5-35A) AND NUTS (P/N MS21044N5)

THE AIRCRAFT OR ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IAW CURRENT FARs - ONLY THE WORK DESCRIBED ABOVE IS APPROVED FOR RETURN TO SERVICE

CHARLES M. STUDER

Charles M Studer

A&P 337545845 IA

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:	:	:

TOTALS

All repairs, inspections, alterations must be endorsed by a certificated mechanic or repair agency with name, rating and cert. no.

INSPECTOR
REFERENCE
DATA

DATE

REG. NO.	N1580X
MAKE	PIPER
MODEL	PA34-200T
S/N	34-7570298

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
HOBBS	205.5
T.T.	3057.8
HEATER	32.2

INSPECTED AIRCRAFT FOR AN ANNUAL INSPECTION USING THE PIPER CHECKLIST AS A GUIDE

REPLACED L/H AND R/H MLG DOOR HINGES (P/Ns 67095-000, -001 AND 67093-004, -005) AND ROD ENDS (P/N 452-335)

REPLACED NOSE GEAR STRUT ASSY WITH USED STRUT ASSY - DISASSEMBLED AND INSPECTED STRUT AND REPLACED SCISSOR BOLTS (P/N NAS6605D46) AND O-RINGS (P/Ns MS28775-220, -227, AND -327) - SERVICED STRUT WITH 5606 FLUID AND NITROGEN - REINSTALLED STRUT USING NEW BUSHINGS (P/N 452-534) AND BOLTS (P/N 400-322)

REPLACED NOSE WHEEL TIE BOLTS WITH PROPER LENGTH BOLTS (P/N AN5-36A)

REPLACED 4 WORKING RIVETS ON R/H WING OUTBOARD OF MLG

C/W AD 2005-13-16 BY INSPECTING NOSE GEAR IAW SB 1123A 50 HOUR AND 100 HOUR INSP. ITEMS

C/W AD 2004-25-16R1 BY INSPECTING HEATER FUEL PUMP, NEXT DUE AT 305.5 TACH

REPLACED VACUUM REGULATOR FILTERS (P/N ARB3-5-1)

SERVICED BOTH PROPELLERS WITH NITROGEN

REPLACED BOTH FORWARD RUDDER CABLES WITH PMA CABLES (P/N MC62701-081) AND FORWARD STABILATOR CABLES (P/N MC62701-037 AND -078) - RIGGED RUDDER AND ELEVATOR SYSTEMS FOR PROPER TRAVEL AND CABLE TENSIONS

C/W AD 2013-02-13 BY INSPECTING STABILATOR CONTROL CABLES IAW SB 1245A, NEXT DUE AT 5057.8 HRS TT OR 03/29

CONTINUED

DATE

REG. NO.	N1580X
MAKE	PIPER
MODEL	PA34-200T
S/N	34-7570298

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
HOBBS	(L) 205.5
T.T.	3057.8
HEATER	

BRT.
FWD.

CONTINUED

REPLACED L/H WING CENTER FUEL DRAIN VALVE (P/N CCA-1550)

RETORQUED L/H AND R/H WING AFT SPAR ATTACH BOLTS

REPLACED ENGINE AIR FILTER ELEMENTS (P/N BA3)

REPLACED 2 COWL FASTENERS (P/N 27S3-4)

RESAFTIED TURBOCHARGER SYSTEM V-BAND CLAMPS PER PIPER SB 884
CLAMPS

REPLACED R/H ENGINE CASE VENT TUBE GROMMET (P/N MS35489-20)

TIGHTENED L/H PNEUMATIC PUMP INLET AND OUTLET FITTINGS

CONTROLS

INSPECTED ELT SYSTEM IAW FAR 91.207, NEXT BATTERY CHANGE DUE 02/24

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW FAR 43 APPENDIX D FOR AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DAVID L. HRASCH

David L. Hrasch

A&P 348601527 IA

TOTALS

:	:	:
:	:	:

All repairs, inspections, alterations must be endorsed by mechanic or repair agency with name, rating and cert. n

N1580X

**ENGINE
LOG
BOOK**



DER - 3

Stamp
Station
No. 1032842
Aircraft No. N1580X

Date	Total Time	Time Since Last Overhaul	Engine Service and Maintenance Record
			Record maintenance actions including engine part removal and Directives,



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

May 22, 2017 N1580X Hobbs: 125.2 TTSN: 0.0 SMOH: 0.0

1. Removed the right engine from N1580X. Removed propeller and Governor. Removed all components that will be transferred to the new engine including all the baffling and sensors. Removed sump heating pad. Disconnected all controls. Engine removed.
2. Newly overhauled engine, LTSIO360EB1B, s/n 1032842 prepped as per instructions from TCM and installed onto N1580X using new engine mounts and new hardware. Installed new vacuum pump on engine, installed new turbo system, installed all baffling after repairs and painting, routed spark plug leads, installed new induction filter, installed new hoses and routed, installed new instrument air filters, installed governor with new gasket, installed propeller using new seals, sump heat pad installed, install spinner. Un-preserved engines and added Phillips 20W50 Type M oil. Installed new spark plugs. Ran engine for operational and leak checks prior to fuel system set up. Completed engine fuel set up IAW SID 97-3G. Engine runs performed as per TCM procedures. After all adjustments were completed, the engine makes full manifold pressure, correct top end fuel flow, correct rpm, and correct idle mixture control setting. Engine is ready for first break in flight. Installed 751-898 - Dyna Seal. Installed MS9144-01 - Gasket, Prop Gov, Installed MS35769-11 - Gasket, Crush, Installed B3-5-1 - Filter, Garter, Installed (4) AN3-5A - Bolt, Installed BA-3 - Air filter, Installed (6) AN931-4-16 - Grommet, Installed (2) AN931-12-20 - Grommet, Installed (1) 211CC - Vacuum Pump, Installed (1) C3317-228 - Oring, Installed (1) MS91919WDG32 - Clamp, Installed (2) MS21919-WDG16 - Adel Clamp, Installed (1) AS3569-232 - Oring, Installed (4) 94011-20 - Engine Mount, Installed (4) AN7-46A - Bolt, Installed (1) Hose Kit - Seneca Left Engine, Installed (9) 20W50 Type M - Mineral Oil, Installed (4) MS20365-720C - Nut.
3. Completed 100Hr/ Annual Inspection IAW FAR 43 para D, using the Piper Seneca inspection form as a guide.
4. Remove right engine mount for inspection. Engine mount frame required engine pad mounts to be removed and painted. Removed engine mounting pads from frame, cleaned dirt and grease from pads and primed with a phosphate primer and painted gloss black with a high temp paint. Mount frames media blasted and all tubes and welds inspected for damage and cracks. Engine mount sent out for powder coating. Engine mount pads installed onto newly powder coated frame using all new hardware and torqued to spec. Cleaned firewall and steel structure cleaned of light rust. Firewall pads primed and painted. Installed engine mount frame assembly using new bolts and hardware and torqued to specs. Lines and wiring attached to frame as required.
5. Clean all baffling and made several repairs to baffling to eliminate cracks. All baffling painted using gloss black paint to match the engine. Flexible baffling inspected and replaced where necessary. Cowlings were inspected for proper contact with baffling and was found to make proper contact.
6. Inspected cowling braces and stripped old paint and removed rust. Primed and painted braces and painted gloss black with high temp paint. Installed with new hardware and adjusted to fit cowlings properly.
7. Original P-leads are not correct for new engine installation. Removed old P-leads and built up new shielded leads to run from firewall to magnetos on right engine. Installed new terminal ends and installed wiring harness. Upon engine operational runs, magneto checks were satisfactory.
8. Fabricated a scarf patch and riveted to right induction tube using solid rivets. Upon installation, the alternate air door cable was found to severely rub into the induction airbox tube. Re-positioned cable to allow for proper clearance. Operational checks are good.
9. AD's compliance checked current through 2017-11.

I certify that this engine has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS17029.

Samuel Cryer Airframe & Powerplant A&P95526492/A



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March 26, 2018

N1580X

Hobbs: 147.0

1. Change oil and filter on right engine. Drained old oil. No sample taken at this time. Removed old oil filter. Cut open filter and inspected, no contaminants found. Installed new oil filter P/N CH48108-1. Serviced R/H engine with 6 qts. Phillips 20W50 X/C. Ran engine for leak checks, all checks are satisfactory.
2. R/H engine oil quick drain stuck open. Removed oil quick drain valve and cleaned. Reinstalled and operationally checked operation. Leak checks are good.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18068.

William Polachek Airframe & Powerplant A&P2848502

wo: PS18068

Engine R

page 1 of 3

wo: PS18114

Engine R - page 1 of 1



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

N1580X

June 13, 2018

Hobbs: 148.9

1. Completed 100 hr/annual inspection IAW FAR 43 appendix D using Piper PA34-200T inspection form as a guide.
2. Check compression on right engine #1 35,#2 70,#3 76,#4 77,#5 77,#6 75/80 PSI.
3. Trouble shoot low compression on #1 cylinder on right engine. Staked exhaust valve and rechecked compression, compression did not improve. Installed all plugs and made engine ready to run. Took aircraft out and ran the right engine for approximately 20 minutes. Rechecked compression on #1 cylinder, again, no improvement. Contacted Airpower for warranty cylinder. Removed all baffling from engine on right side, primer rail, drain rail, and induction tubing. Removed exhaust from right side of engine to facilitate removal of cylinder. Entire exhaust system required removal. Removed cylinder. Cleaned case mating surface and prepped all parts for re-assembly. Installation of #1 cylinder on right engine. Received replacement cylinder. Researched tolerances for end gap and side clearances for piston rings. Fit new piston rings into cylinder and checked tolerances. Made several adjustments to the end clearances of the rings until proper tolerances were met. Installed new rings onto piston and installed piston into cylinder. Installed cylinder and torqued IAW with the TCM manual. Installed all parts to the cylinder including the fuel injector, induction tubing, baffling, inter cylinder baffle, spark plug leads and exhaust system. Exhaust installed using new gaskets. Installed V-band clamp to exhaust turbo connection and saltied. All operational and leak checks are good at engine run up.
4. Changed oil and filter on right engine due to cylinder replacement on right engine. Installed new CH48108-1 filter, added 8 qts of Phillips 20W50 Type M. Leak checks at runup are satisfactory.
5. Repaired stripped threads on R/H engine drain.
6. Checked AD's current through 2018-13.

I certify that this engine has been inspected IAW an ANNUAL inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18114.

William Polachek Airframe & Powerplant A&P28485021A

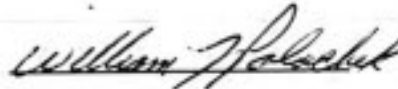
Record

August 4, 2017 N1580X Hobbs: 136.6

1. Hot mag, R/H engine. Troubleshoot left and right mags. Found left mag remains hot. Inspected and performed operational check of mag switches and "P" leads. Switches and "P" leads checked good. Removed left mag from engine and inspected mag. Found capacitor was showing to be open internally. Replaced capacitor with new capacitor, P/N 10-400615. Reinstalled mag and timed to engine. Performed run up, Op checks good.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS17183.

William Polachek Airframe & Powerplant A&P2848502



Engine R

wo: PS17183

wo: PS19163

Engine R - page 1 of 1


N1580X
Hobbs: 152.7

August 6, 2019

1. Completed 100Hr/ Annual Inspection IAW FAR 43 appendix D, using Piper PA34-200T inspection forms as a guide.
2. Checked compressions: #1 79, #2 79, #3 74, #4 77, #5 73, #6 73/80.
3. Changed oil and filter. Cut open and inspected old filter, no contaminants found. Installed new Ch48108-1 filter and serviced engine with 7 qts of 20W50 Type M due to 3.8 hours on oil from cylinder change. leak check preformed at run up, no discrepancies found.
4. Right engine oil quick drain stuck open. Removed oil quick drain valve to assess why the valve is stuck. Freed the valve, cleaned and lubed the seal. Reinstalled and op checked. Leak checks are good.
5. Safetied lower turbo bolts on right engine as required.
6. All AD's checked current through 2019-17.

I certify that this engine has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS19163.

Samuel Cryer Airframe & Powerplant A&P95526492 IA

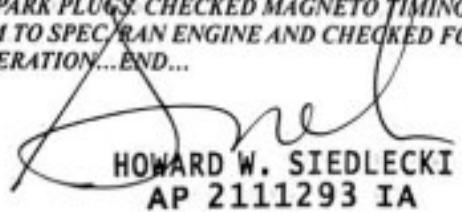



SUNSHINE AIRCRAFT REPAIR, INC
10460 52nd STREET
KENOSHA, WI 531244

NR: N1580X Make: PIPER PA34-200T S/N: 34-7570298
Date: 11-12-2020 HM: 171.5 TTE: 46.3

RH ENGINE LOG ENTRY*

LTSIO -360EB1B, S/N 1032842
CYLINDER COMPRESSION TEST: #1-78/80, #2-75/80, #3-70/80, #4-74/80, #5-70/80, #6-75/80. CHANGED OIL AND FILTER. CUT OPEN OLD FILTER AND EXAMINED FOR CONTAMINATION. NONE NOTED. ADDED PHILLIPS 20-50 XIC. PRESSURIZED EXHAUST SYSTEM AND CHECKED FOR LEAKS AND CRACKS. CLEANED GAPPED, AND TESTED SPARK PLUGS. CHECKED MAGNETO TIMING. ADJUSTED RPM TO SPEC/RAN ENGINE AND CHECKED FOR LEAKS AND OPERATION...END...



HOWARD W. SIEDLECKI
AP 2111293 IA

SUNSHINE AIRCRAFT REPAIR INC.



I CERTIFY THIS ENGINE
HAS BEEN INSPECTED IN ACCORDANCE
WITH A 100 HR INSPECTION
AND HAS BEEN DETERMINED TO BE IN
AIRWORTHY CONDITION.

Total Time

Time Since Last Overhaul

Engine Service and Maintenance Record

Carrie

REG. NO.	N1508X
MAKE	CONTINENTAL
MODEL	TSIO-360-EB1B
S/N	1032842

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	09/21/21
TACH	(L) 205.4
TT	
SMOH	

noval and Directives,

DRAINED OIL, INSPECTED AND REPLACED FILTER, SERVICED SYSTEM WITH PHILLIPS 20W50 - GROUND RUN AND LEAK CHECK GOOD

THE AIRFRAME OR ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IAW CURRENT FARs - ONLY THE WORK DESCRIBED ABOVE IS APPROVED FOR RETURN TO SERVICE

DAVID L. HRASCH

David L. Hrasch

A&P 348601527 IA

REG. NO.	N1580X
MAKE	CONTINENTAL
MODEL	LTSIO-360-EB
S/N	1032842

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
HOBBS	(L) 205.5
ENG. T.T	80.3
SMOH	

DRAINED OIL, C/W SB 480E, INSPECTED AND CLEANED SCREEN, SERVICED SYSTEM WITH AEROSHELL W80 - CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS - CHECKED COMPRESSION #1 - 73/80 #2 - 72/80 #3 - 69/80 #4 - 70/80 #5 - 65/80 #6 - 69/80 - CHECKED MAG TIMING - GROUND RUN AND LEAK CHECK GOOD

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IAW FAR 43 APPENDIX D FOR AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DAVID L. HRASCH

David L. Hrasch

A&P 348601527 IA

NIS80X

ENGINE LOG BOOK



Publication ELB-01

LEFT

NOV 2013

Total Time

Time Since Last
Overhaul**Engine Service and Maintenance Record**

Date

Record maintenance actions including engine part removal and Directives,



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

May 22, 2017**N1580X****Hobbs: 125.2****TTSN: 0.0****SMOH: 0.0**

1. Removed the left engine from N1580X. Removed propeller and Governor. Removed all components that will be transferred to the new engine including all the baffling and sensors. Removed sump heating pad. Disconnected all controls. Engine removed.
2. Newly overhauled engine, TSIO360EB1B, s/n 1033369 prepped as per instructions from TCM and installed onto N1580X using new engine mounts and new hardware. Installed new vacuum pump on engine, installed new turbo system, installed all baffling after repairs and painting, routed spark plug leads, installed new induction filter, installed new hoses and routed, installed new instrument air filters, installed governor with new gasket, installed propeller using new seals, sump heat pad installed, install spinner. Un-preserved engines and added Phillips 20W50 Type M oil. Installed new spark plugs. Ran engine for operational and leak checks prior to fuel system set up. Completed engine fuel set up IAW SID 97-3G. Engine runs performed as per TCM procedures. After all adjustments were completed, the engine makes full manifold pressure, correct top end fuel flow, correct rpm, and correct idle mixture control setting. Engine is ready for first break in flight. Installed 751-898 - Dyna Seal. Installed MS9144-01 - Gasket, Prop Gov, Installed MS35769-11 - Gasket, Crush, Installed B3-5-1 - Filter, Garter, Installed (4) AN3-5A - Bolt, Installed BA-3 - Air filter, Installed (6) AN931-4-16 - Grommet, Installed (2) AN931-12-20 - Grommet, Installed (1) 211CC - Vacuum Pump, Installed (1) C3317-228 - Oring, Installed (1) MS91919WDG32 - Clamp, Installed (2) MS21919-WDG16 - Adel Clamp, Installed (1) AS3569-232 - Oring, Installed (4) 94011-20 - Engine Mount, Installed (4) AN7-46A - Bolt, Installed (1) Hose Kit - Seneca Left Engine, Installed (9) 20W50 Type M - Mineral Oil, Installed (4) MS20365-720C - Nut.
3. Completed 100Hr/ Annual Inspection IAW FAR 43 para D, using the Piper Seneca inspection form as a guide.
4. Remove left engine mount for inspection. Engine mount frame required engine pad mounts to be removed and painted. Removed engine mounting pads from frame, cleaned dirt and grease from pads and primed with a phosphate primer and painted gloss black with a high temp paint. Mount frames media blasted and all tubes and welds inspected for damage and cracks. Engine mount sent out for powder coating. Engine mount pads installed onto newly powder coated frame using all new hardware and torqued to spec. Cleaned firewall and steel structure cleaned of light rust. Firewall pads primed and painted. Installed engine mount frame assembly using new bolts and hardware and torqued to specs. Lines and wiring attached to frame as required.
5. Clean all baffling and made several repairs to baffling to eliminate cracks. All baffling painted using gloss black paint to match the engine. Flexible baffling inspected and replaced where necessary. Cowlings were inspected for proper contact with baffling and was found to make proper contact.
6. Inspected cowling braces and stripped old paint and removed rust. Primed and painted braces and painted gloss black with high temp paint. Installed with new hardware and adjusted to fit cowlings properly.
7. Original P-leads are not correct for new engine installation. Removed old P-leads and built up new shielded leads to run from firewall to magnetos on both left and right engines. Installed new terminal ends and installed wiring harness. Upon engine operational runs, magneto operational checks were satisfactory. Mags tested satisfactorily and no operational noise was detected from the P-leads during operation. Installed (4) 40003 - Terminal, ring, Installed (4) 40013 - Butt Splice.
8. AD's checked current through 2017-11.

I certify that this engine has been inspected IAW an ANNUAL inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS17029.

Samuel Cryer

Airframe & Powerplant

A&P955264921A



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

March 26, 2018

N1580X

Hobbs: 147.0

1. Change oil and filter on left engine. Drained oil from engine. Replaced oil filter with new P/N CH48108-1. Cut open and inspected old filter, no contaminants found. Serviced engine with 6 qts of Phillips 20W50XC. Ran engine for leak checks, all checks are satisfactory.

With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18068.

William Polachek Airframe & Powerplant A&P2848502

wo: PS18068

Engine L

page 2 of 3

wo: PS18114

Engine L - page 1 of 1



Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800

N1580X

June 13, 2018

Hobbs: 148.9

1. Completed 100 hr/annual inspection IAW FAR 43 appendix D using Piper PA34-200T inspection form as a guide.
2. Check compression on left engine #1 78, #2 80, #3 72, #4 76, #5 75, #6 78/80 PSI.
3. No oil change done at this time due to recent oil change.
4. Checked magneto to engine timing, all checks are good.
5. Checked AD's current through 2018-13.

I certify that this engine has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS18114.

William Polachek Airframe & Powerplant A&P2848502



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

N1580X
Hobbs: 152.7

August 6, 2019

1. Completed 100Hr/ Annual Inspection IAW FAR 43 appendix D, using Piper PA34-200T inspection forms as a guide.
2. Checked compressions: #1 78, #2 80, #3 67, #4 78, #5 75, #6 70/80.
3. Changed oil and filter. Cut open and inspected old filter, no contaminants found. Installed new Ch48108-1 filter and serviced engine with 7 qts of 20W50 XC. Leak check preformed at run up, no discrepancies found.
4. Cleaned, inspected gap and rotated spark plugs.
5. Safetied lower turbo bolts on left engine as required.
6. All AD's checked current through 2019-17.

I certify that this engine has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS19163.

Samuel Cryer Airframe & Powerplant A&P95526492 IA



SUNSHINE AIRCRAFT REPAIR, INC
10460 52nd STREET
KENOSHA, WI 531244

N#: N1580X Make: PIPER PA34-200T S/N: 34-7570298
Date: 11-12-2020 HM: 171.5 TTE: 46.3

LH ENGINE LOG ENTRY*

TSIO-360EB1B, S/N 1033369
CYLINDER COMPRESSION TEST: #1-72/80, #2-74/80, #3-66/80, #4-70/80, #5-77/80, #6-68/80. CHANGED OIL AND FILTER. CUT OPEN OLD FILTER AND EXAMINED FOR CONTAMINATION. NONE NOTED. ADDED PHILLIPS 20-50 X/C. PRESSURIZED EXHAUST SYSTEM AND CHECKED FOR LEAKS AND CRACKS. CLEANED, GAPPED, AND TESTED SPARK PLUGS. CHECKED MAGNETO TIMING. RAN ENGINE AND CHECKED FOR LEAKS AND OPERATION...END...

HOWARD W. SIEDLECKI
AP 2111293 IA

SUNSHINE AIRCRAFT REPAIR, INC
I CERTIFY THIS ENGINE
HAS BEEN INSPECTED IN ACCORDANCE
WITH A 100 HR INSPECTION
AND HAS BEEN DETERMINED TO BE IN
AIRWORTHY CONDITION.

REG. NO.	N1508X
MAKE	CONTINENTAL
MODEL	TSIO-360-EB1B
S/N	1033369

MIDWEST AVTECH INC.
I.V. REGIONAL AIRPORT
4241 ED URBAN DR.
PERU, IL 61354

DATE	09/21/21
TACH	(L) 205.4
TT	
SMOH	

DRAINED OIL, INSPECTED AND REPLACED FILTER, SERVICED SYSTEM WITH PHILLIPS 20W50 -
GROUND RUN AND LEAK CHECK GOOD

THE AIRFRAME OR ENGINE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IAW CURRENT FARs -
ONLY THE WORK DESCRIBED ABOVE IS APPROVED FOR RETURN TO SERVICE

DAVID L. HRASCH

A&P 348601527 IA

Total Time

Time Since Last Overhaul

Engine Service and Maintenance Record

Carrier

REG. NO.	N1580X
MAKE	CONTINENTAL
MODEL	TSIO-360-EB
S/N	1033369

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
HOBBS (L)	205.5
T.T.	80.3
SMOH	

total and Directives

DRAINED OIL, INSPECTED AND CLEANED SUCTION SCREEN, SERVICED SYSTEM WITH PHILLIPS 20W50 - CLEANED, GAPPED, TESTED AND ROTATED SPARK PLUGS - CHECKED COMPRESSION #1 - 71/80 #2 - 70/80 #3 - 69/80 #4 - 70/80 #5 - 74/80 #6 - 71/80 - CHECKED MAG TIMING - GROUND RUN AND LEAK CHECK GOOD

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IAW FAR 43 APPENDIX D FOR AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DAVID L. HRASCH

David L Hrasch

A&P 348601527 IA

RH PROP

PROPELLER MAINTENANCE LOG BOOK

COURTESY OF

**PALM BEACH AIRCRAFT
PROPELLER, INC.**



F.A.A. Approved Repair Station #LU4R349M J.A.A. Acceptance Certificate JAA.5271

2633 Lantana Road, Suite 23, Bldg 1501, Lantana, FL 33462 1-800-965-7767 / FAX 561-965-7933 / www.pbapi.com

Full detail of the work specified in block 11 is on file within this agency.

PROPELLER MANUFACTURER: HARTZELL

Engine Position RIGHT HAND #2

Hub Model BHC-C2VF-2CKLUF

Blade Design _____

Diameter 76"

Hub Ser. No. AN 4957

Blade Ser. Nos. _____

No. 1 E 8997

No. 2 D 97402

No. 3 _____

No. 4 _____

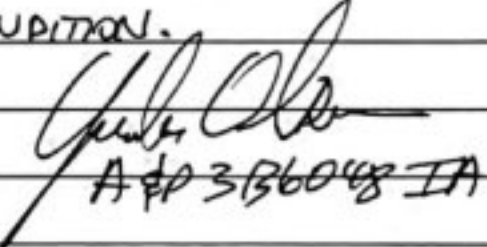
PITCH RANGE

High _____ Low 14.4

Feather 80 Reverse _____


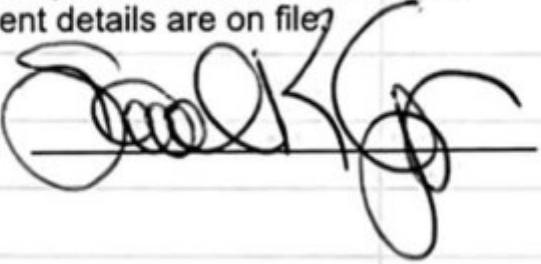
Governor Model WOODWARD

PERTAINING TO AIR WORTHINESS DIRECTIVES,
 SERVICE BULLETINS, SERVICE LETTERS,
 MINOR ADJUSTMENTS & MAJOR OVERHAULS.

DATE	TT	T.S.O.	DESCRIPTION OF WORK	SIGNATURE
			Kenosha Aero, Inc., 9420 - 52nd Street, Kenosha, WI 53144 262-658-2025	
			AIRCRAFT: <i>N1580X</i>	
			H.M. <i>1,</i>	
			DATE: <i>3-27-08</i>	
			This propeller has been inspected IAW a 100 Hour Inspection and was determined to be in airworthy condition and found approved for return to service. W/O # <i>11212</i>	
			Signed <i>Jack Ritter</i> Jack Ritter	
			for Kenosha Aero, Inc., Certificate No. KABR076A	
	TOTAL TIME	TSMOH		
<i>09/15/2012</i>	<i>2938.54</i>	<i>281.43</i>	THIS PROPELLER HAS BEEN INSPECTED I/A/W A 100 HR INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.	
			 AIP 3/36/08 IA	

**EXPLANATION OF ALL MAINTENANCE
PERTAINING TO AIR WORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
MINOR ADJUSTMENTS & MAJOR OVERHAULS.**

RT

DATE	T.T.	T.S.O.	DESCRIPTION OF WORK	SIGNATURE
				
Plane Safe Aircraft Maintenance, Inc. • 503 West Bluemound Rd • Waukesha, WI 53188 • 262-547-1800				
May 22, 2017	N1580X	Hobbs: 125.2	PTSO: 347.86	
1. Completed 100Hr/Annual Inspection IAW FAR 43 app D, using the Piper Seneca inspection form as a guide. 2. Dressed blades and painted faces flat black. 3. All AD's checked current thru 2017-11.				
I certify that this propeller has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Pertinent details are on file.				
Samuel Cryer	Airframe & Powerplant	A&P95526492 IA		
Propeller R			wo: PS17029	

Full detail of the work specified in Block 11 is on file within this agency.



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

N1580X**June 13, 2018**

Hobbs: 148.9

1. Completed 100Hr/Annual Inspection IAW FAR 43 app D, using the Piper Seneca inspection form as a guide.
2. Dressed blades and painted faces flat black.
3. All AD's checked current thru 2018-13.

I certify that this propeller has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Pertinent details are on file.

William Polachek Airframe & Powerplant A&P2848502 IA



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

June 14, 2017**N1580X****Hobbs: 127.9**

1. Propeller will not feather. Removed prop and sent out for inspection/repair. Propeller repaired by Aircraft Propeller Service (see 8130-3) Installed repaired propeller and torqued. Operational and leak checks are good.

With respect to the work performed, this propeller is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS17127.

William Polachek Airframe & Powerplant A&P2848502

Propeller

wo: PS19163

Propeller R - page 1 of 1



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

N1580X**August 6, 2019**

Hobbs: 152.7

1. Completed 100Hr/ Annual Inspection IAW FAR 43 appendix D, using Piper PA34-200T inspection forms as a guide.
2. Dressed blades.
3. All AD's checked current through 2019-17.

I certify that this propeller has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS19163.

Samuel Cryer Airframe & Powerplant A&P95526492 IA



SUNSHINE AIRCRAFT REPAIR, INC
 10460 52nd STREET
 KENOSHA, WI 531244

N#: N1580X Make: PIPER PA34-200T S/Ni: 34-7570298
 Date: 11-12-2020 HM: 171.5

RH PROPELLER LOGENTRY

PERFORMED INSPECTION OF PROPELLER, BLADES, BULKHEAD
 AND SPINNER. NO ISSUES FOUND. TOUCHED UP PAINT ON BACK
 OF BLADES....END....

[Handwritten Signature]
 HOWARD W. SIEDLECKI
 AP 2111293 IA

SUNSHINE AIRCRAFT REPAIR INC



I CERTIFY THIS propeller
 HAS BEEN INSPECTED IN ACCORDANCE
 WITH A 100 HR INSPECTION
 AND HAS BEEN DETERMINED TO BE IN
 AIRWORTHY CONDITION.

REG. NO	N1580X
MAKE	HARTZELL
MODEL	BHC-C2YK-2CKLUF
S/N	AN4957

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
TACH	(L) 205.5
PROP T.T.	
SMOH	

I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IAW FAR 43 APPENDIX D FOR AN ANNUAL
 INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DAVID L. HRASCH *David L. Hrasch* A&P 348601527 IA

LEFT PROP

PROPELLER MAINTENANCE LOG BOOK

COURTESY OF



PALM BEACH AIRCRAFT PROPELLER, INC.

F.A.A. Approved Repair Station #LU4R349M J.A.A. Acceptance Certificate JAA.5271

2633 Lantana Road, Suite 23, Bldg 1501, Lantana, FL 33462 1-800-965-7767 / FAX 561-965-7933 / www.pbapi.com

OVERHAULIED @ 2657-11

PROPELLER MANUFACTURER: HARTZELL

Engine Position LEFT HAND

Hub Model BHC-C24F-2CKFU

Blade Design FC 8459-8R

Diameter 76 IN

Hub Ser. No. AN 1807

Blade Ser. Nos. _____

No. 1 C 93047

No. 2 C 93417

No. 3 _____

No. 4 _____

PITCH RANGE

High _____ Low 14.4

Feather 80 Reverse _____

Governor Model WOODWARD

**EXPLANATION OF ALL MAINTENANCE
PERTAINING TO AIR WORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
MINOR ADJUSTMENTS & MAJOR OVERHAULS.**

DATE	T.T.	T.S.O.	DESCRIPTION OF WORK	SIGNATURE
4/12/05	2657.11	0	OVERHAUL TO ZERO HRS	PALM BEACH PROPELLER
	Left Tach	2683.34		

Kenosha Aero, Inc., 9420 - 52nd Street, Kenosha, WI 53144 262-658-2025

AIRCRAFT: *N1580X*

H.M. *2834.67*

DATE:

3-7-07

This propeller has been inspected IAW a 100 Hour Inspection and was determined to be in airworthy condition and found approved for return to service. *w/ 13909*

Signed

Jack Ritter

Jack Ritter

for Kenosha Aero, Inc.,
Certificate No. KABR076A

TIPSMOH 151,33

**EXPLANATION OF ALL MAINTENANCE
PERTAINING TO AIR WORTHINESS DIRECTIVES,
SERVICE BULLETINS, SERVICE LETTERS,
MINOR ADJUSTMENTS & MAJOR OVERHAULS.**

DATE	T.T.	T.S.O.	DESCRIPTION OF WORK	SIGNATURE
			<p align="center"><u>Kenosha Aero, Inc., 9420 - 52nd Street, Kenosha, WI 53144 262-658-2025</u></p> <p>AIRCRAFT: <i>N1580X</i> H.M. <i>3,4</i> DATE: <i>3-27-08</i></p> <p>This propeller has been inspected IAW a 100 Hour Inspection and was determined to be in airworthy condition and found approved for return to service. WIO # <u><i>14212</i></u></p> <p>Signed <u><i>Jack Ritter</i></u> for Kenosha Aero, Inc., Jack Ritter Certificate No. KABR076A</p>	
<i>09/15/2012</i>	<i>2969.79</i>	<i>286.45</i>	<p>THIS PROPELLER HAS BEEN INSPECTED I/A/W A 100HR INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.</p> <p align="right"><i>[Signature]</i> AEP 3136048 TA</p>	



Plane Safe Aircraft Maintenance, Inc. - 503 West Bluemound Rd - Waukesha, WI 53188 - 262-547-1800

N1580X
Hobbs: 152.7

August 6, 2019

1. Completed 100Hr/ Annual Inspection IAW FAR 43 appendix D, using Piper PA34-200T inspection forms as a guide.
2. Dressed blades.
3. All AD's checked current through 2019-17.

I certify that this propeller has been inspected IAW an ANNUAL Inspection, is found to be in an airworthy condition, and is approved for return to service. Details of work performed are on file with Plane Safe Aircraft Maintenance, Inc. under work order: PS19163.

Samuel Cryer Airframe & Powerplant A&P95526492 *[Signature]*



SUNSHINE AIRCRAFT REPAIR, INC
10460 52nd STREET
KENOSHA, WI 531244

N#: N1580X Make: PIPER PA34-200T S/Ni: 34-7570298
Date: 11-12-2020 HM: 171.5

LH PROPELLER LOGENTRY
PERFORMED INSPECTION OF PROPELLER, BLADES, BULKHEAD
AND SPINNER. NO ISSUES FOUND. TOUCHED UP PAINT ON BACK
OF BLADES....END....

[Signature]
HOWARD W. SIEDLECKI
AP 2111293 IA

SUNSHINE AIRCRAFT REPAIR INC.



I CERTIFY THIS Propeller
HAS BEEN INSPECTED IN ACCORDANCE
WITH A 100 HR INSPECTION
AND HAS BEEN DETERMINED TO BE IN
AIRWORTHY CONDITION.

REG. NO	N1580X
MAKE	HARTZELL
MODEL	BHC-C2YK-2CKFU
S/N	AN1807

MIDWEST AVTECH INC.
 I.V. REGIONAL AIRPORT
 4241 ED URBAN DR.
 PERU, IL 61354

DATE	03/08/22
TACH	(L) 205.5
PROP T.T.	
SMOH	

I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IAW FAR 43 APPENDIX D FOR AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DAVID L. HRASCH David L. Hrasch A&P 348601527 IA

[Faint, illegible text and stamp]