

N9296N

1998 Saratoga II TC

Airframe

Logbook

#1 of 1

1998 - 2024

MSN: 3257013



RidgeAire
WORLDWIDE
aviation specialists

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

AIRCRAFT LOG



NOTICE

Making false entries in this book is a violation of government regulations and is punishable by civil penalty.

PAINT TYPE: DUPONT IMRON

AIRCRAFT DESCRIPTION

Registration No. N9296N
Model: PA-32R-301T Popular Name: SARATOGA II TC
Serial No.: 3257013 Type Certificate No.: A350
⁷³⁷² ⁶²⁰⁰⁶ ⁷⁴⁹⁸ Colors: WHITE / GREEN & GREEN / DARK CHESNUT MET. ⁴⁴⁴⁴⁹
Engine Manufacturer: LYCOMING Serial Numbers: Single L-9901-61A
Original Engine Model: TIO-540-AH1A Left _____
Right _____
Propeller Manufacturer: HARTZELL Hub or Serial Number: Single HK176A
Original Propeller Model: HC-I34R-1RF Left _____
Right _____
Blade Numbers
Left Right
J04009 _____
J04007 _____
J04004 _____

1998 MODEL

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
OCT 09 '97	Brought Forward →	5.5		
			I HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED <u>OCT 09 '97</u> I/A/W FAR 21.183(e) PER 21.273. _____ FAA DOA 50-1 RICHARD L. MURDOCK THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR PART 91.411 HAVE BEEN PERFORMED. THE ALTIMETER(S) HAVE BEEN TESTED TO <u>20,000</u> FT. ONIL <u>6/12/97</u> IRI <u>N/A</u> SIGNED _____ DATE <u>OCT 09 '97</u> RICHARD L. MURDOCK The ELT is installed per FAR 91.207. Battery replacement date <u>6/99</u> _____ D.O.A. No. 50-1 The New Piper Aircraft, Inc. RICHARD L. MURDOCK	
Total To Carry Forward		5.5		

Registration No. N9296N

and Remarks	Signature	Certificate No.
The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F. ATC Transponder: 1. Make <u>KING</u> Model <u>KT-76C</u> S/N <u>2278</u> 2. Make <u>N/A</u> Model <u>N/A</u> S/N <u>N/A</u> Details of this inspection are on file at this facility under S/N <u>3257013</u> Date <u>8/27/97</u> Q.A. Inspector _____ THE NEW PIPER AIRCRAFT, INC. VERO BEACH, FLORIDA RICHARD L. MURDOCK THE AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT TEST REQUIRED BY FAR PART 91.217 HAVE BEEN PERFORMED THIS DATE: <u>8/27/97</u> SIGNED: _____ RICHARD L. MURDOCK		

AIRFRAME December 22, 1997 Hobbs: 18.6 **N9296N**
Installed 3 door seals around forward door latch in accordance with Piper
Engineering Order No. D100970. Operational check of door latch and lock
good.

Albert B. Bagdon

Albert B. Bagdon
A & P 331488915

For Aviation Sales, Inc.
W.O. No. 11276

RCR

AIRFRAME February 16, 1998 Hobbs: 30.1 **N9296N**
Removed and replaced the defective oil pressure transducer. Installed
Serial No. 5957-7-422. Performed a ground run. Operational and leak check
good.

Michael Shrader

Michael Shrader
A&P 521029038

For Aviation Sales, Inc.
W.O. No. 11333

Registration No. N9296N

AIRFRAME May 18, 1998 Tach: 192.2 **N9296N**
Performed an Annual Inspection using Piper checklist, Part No. 230-2047, and FAR 43,
Appendix D. Airworthiness Directive compliance checked through Revision 98-09M. See
Airworthiness Directive compliance status report.
Installed new landing gear indicator lights. Operational check good.
Adjusted vacuum regulator valve in accordance with the manufacturer's instructions.
Removed R-134A Compressor, Serial No. 0277512400, and installed new compressor, Serial
No. 00006308770. Serviced with R-134A. Operational and leak check good.
Installed new induction hose at cowl inlet.
Adjusted rudder cable tension to manufacturer's specifications.
Adjusted aileron cable tension to manufacturer's specifications.
Adjusted stabilator cable tension to manufacturer's specifications.
Adjusted stabilator trim cable to manufacturer's specifications.
Installed new vacuum regulator filter.
Removed flap motor, Serial No. 4905, and installed new motor, Serial No. 6160. Flap operation
and travel check good.
Fabricated and installed placards required by the airplane flight manual on the top console.
I certify that this aircraft has been inspected in accordance with an Annual Inspection and was
determined to be in airworthy condition.

For Aviation Sales, Inc.
Work Order No. 11346

John Ferrall
John Ferrall
A&P 520662130 IA

AIRCRAFT LOG

Date	Aircraft Time		Recurr Read
	This Date	Total	
	Brought Forward →		*
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			*
Total To Carry Forward			*

LOGBOOK ENTRY 8/13/98
 Piper model PA32R301T Reg N9296N
 Upgrade software to version 01/05
 per software bulletin KLN 89B-SW2
 Ramp test GPS system - normal.
 Details recorded on JO #24409
 FAA CRS PE5R116N.
 Signed *Robert B. Richard*
 For Denver Avionics Inc.

Registration No. 9296N

and Remarks	Signature	Certificate No.
9-4-98 Hobbs 399.1 Lubed aircraft - Serviced battery. Inspected + Serviced fuel system. Replaced VAC Reg. F. I. Tex. Replaced RT brake linings w/ new. Purged air spec system. Ops ck for accuracy. Replaced hose from AC compressor to Firewall. Serviced 545 w/ 134A.		
A.D.s checked for compliance through issue <u>98-17</u> . I certify that this aircraft, engine, has been inspected in accordance with a <u>10022</u> , annual inspec- tion, and has been found to be in an air- worthy condition. Pertinent details of the repair are on file at this repair station under W.O. No. <u>6198</u> Signed: <i>Robert B. Richard</i> Date <u>9-4-98</u> NAPLES AIR CENTER, INC. CRS X04R558M 230 Aviation Dr. South - Naples, FL 33942	ELT INSPECTION REQUIRED BY FAR 91.207(D) COMPLIED WITH AS FOLLOWS 1. PROPER INSTALLATION 2. BATTERY CORROSION 3. OPERATION OF CONTROLS AND CRASH SENSOR 4. TRANSMITTER SIGNAL. BY: <i>R. Richard</i> DATE: <u>9-4-98</u> BATTERY REPLACEMENT DUE <u>6-99</u>	

AIRCRAFT LOG

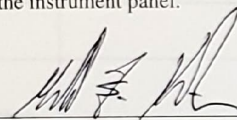
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
11-10-98	Brought Forward →	510.6	510.6	Lubed Aircraft - Serviced battery - Inspected + Serviced fuel system. Replaced all fuses w new Flight Custom II - Inspected + lubed bearings. Replaced Hinges pins on aft entrance door. <u>Per SB 1024 PCW</u> . Replaced Orings on Shimmy dampener. Serviced + Leak checked.
				<p>A.D.s checked for compliance through form 98-19. I certify that this aircraft, engine, has been inspected in accordance with a 100 hr. annual inspection, and has been found to be in an air-worthy condition.</p> <p>Pertinent details of the repair are on file <u>10274AP</u></p> <p>at this repair station under W.O. No. <u>6210</u></p> <p><u>Richard</u> Date <u>11-10-98</u></p>
				<p><u>Per SB 1025 by replacing aft air door RTR</u></p>
Total To Carry Forward				

... CENTER, INC. CR# XD46584
 ... South - Naples, FL 33942

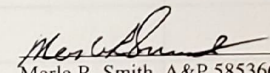
Registration No. _____

and Remarks	Signature	Certificate No.
<p>AIRFRAME May 14, 1999 Tach: 775.7</p> <p>Removed and replaced the digital clock with Serial No. 97281. Replaced the forward baggage door retention strap. Adjusted the forward cabin door seal, as needed, for proper sealing. Removed and replaced the ELT battery. New ELT battery replacement due June, 2001. Operational check good after replacement. Complied with <u>Piper S.B. 1020</u> by inspection of the ELT and mounting bracket. No discrepancies noted. Replaced two upper striker plates for the forward cabin door. Checked the nose gear steering, in accordance with the Piper Maintenance Manual. No discrepancies noted. Tightened the steering link rod end jam nuts. Replaced the nose wheel turn limit placards. Repaired the adel clamp on the heater duct on the right side of the engine. Replaced the nose baggage light bulb. Repaired the center floor panel, as needed.</p>		N9296N

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
AIRFRAME (Cont'd.)	May 14, 1999	Tach: 775.7	N9296N	
Removed, disassembled, cleaned, inspected, and reassembled both brake caliper assemblies with new o-rings and insulators. Reinstalled calipers with and bled and serviced the brake system.				
Removed and replaced the brake discs and linings with new parts.				
Fabricated and installed "No Smoking" placard on the instrument panel.				
Replaced a bulb in the pitot heat annunciator light.				
For Aviation Sales, Inc. Work Order No. 11503			 Gerald F. Kusmider, A&P 523195989	
Page 2 of 2				
Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.	
AIRFRAME	May 14, 1999	Tach: 775.7	N9296N
Removed the aircraft battery. Charged and cleaned battery and serviced with fluid. Leak check good.			
Complied with Piper S.B. 1024 by installing spacers and inspecting and adjusting the aileron cables, per the manufacturer's recommendations.			
Complied with Piper S.B. 10123 by replacing the main gear actuator cylinders with rebuilt cylinders dated 12R98.			
Installed a new propeller governor, Serial No. A1552J.			
Installed a new flap actuator and motor assembly, Serial No. 7783. Operational check good.			
Adjusted aileron cable tension to the manufacturer's specifications.			
Adjusted the rudder cable tension to the manufacturer's specifications.			
Tightened the center console heater outlet covers.			
Performed gear retraction check on left main gear after S.B. 1023 compliance. Operational check good.			
For Aviation Sales, Inc. Work Order No. 11503		 Merle R. Smith, A&P 585366935	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

AIRFRAME May 14, 1999 Tach: 775.7 **N9296N**
 Total Time: 775.7 Propeller Total Time: 775.7
 Performed an Annual Inspection using a Piper checklist and FAR 43, Appendix D.
 Airworthiness Directive compliance checked through Revision 99-08.
 Replaced digital display monitoring panel with new, Serial No. 0359.
 Repaired forward left baffling, as required.
 Adjusted cabin door latch, as required, for proper operation.
 Replaced left fuel cap with new. Painted fuel cap, as required.
 Dressed, sanded, and painted the propeller blades and tips, as required.
 Complied with A.D. 84-26-02 by replacing the induction air filter.
 Replaced the instrument control air filter.
 Replaced the vacuum regulator filter with new.
 Cleaned and repacked all wheel bearings with lubricant. Lubricated and serviced the aircraft per the Piper lubrication chart.
 Complied with Piper S.B. 1018, Winterization Plate Kit, as instructed.
 Piper S.B. 1026, Air Pump Flex Couplings, and Airborne S.L. 48 are not applicable per the pump serial number.
 Tightened loose fittings to hydraulic emergency extend valve, as required. Leak check good.

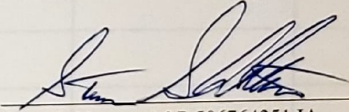
**Total
Car**

Registration No. _____

and Remarks	Signature	Certificate No.
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AIRFRAME (Cont'd.) May 14, 1999 Tach: 775.7 **N9296N**
 Total Time: 775.7 Propeller Total Time: 775.7
 Tightened the hydraulic power pack pressure switch, as required. Leak check good.
 Replaced the magneto pressurization relief valve with new. Repositioned the air conditioner hose, as required, to prevent future chafing.
 Complied with the 100-hour lubrication of the alternator and air conditioner idler pulley bearings, per Piper instructions.
 Installed duplicate copy of the Pilot's Operating Handbook, as required.
 Complied with Piper S.B. 856 by inspecting the stabilator attach fittings, as instructed. No discrepancies noted.
 I certify that this aircraft has been inspected in accordance with an Annual Inspection and is determined to be in airworthy condition.

For Aviation Sales, Inc.
 Work Order No. 11503


 Steve Schlueter, A&P 506764251 IA

AIRCRAFT LOG

The encoder has been replaced:
 OFF PN AR-850 SN 14850
 ON PN AR-850 SN 15422
 The encoder has been function tested in accordance with mfg specs. Details on file under JO# 25707.
 Sign Christiane Date 4-27-99.

PN 59340-3 SN 393067
 This altimeter has been tested and certified to 20,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E".
 Next certification due: April 2001.
 Details on file under JO# 25707.
 Sign Christiane Date 4-27-99.
 Denver Avionics FAA CRS PE5R116N

PN AR-850 SN 15422
 This encoder has been tested and certified to 20,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E".
 Next certification due: April 2001.
 Details on file under JO# 25707.
 Sign Christiane Date 4-27-99.
 Denver Avionics FAA CRS PE5R116N

N9296N

N9296N

N9296N

N0626N
 Transponder tests required by FAR 91.413 were performed this date and found to comply with FAR 43 apdx "F".
 Next certification due: April 2001.
 Make KING model KT76C SN 2278.
 Details on file under JO# 25707.
 Sign Christiane Date 4-27-99.
 Denver Avionics FAA CRS PE5R116N

N0626N
 Static system tests and inspections required by 91.411 were performed and found to comply with FAR 43 apdx "E".
 The system was tested to 20,000 FT.
 Next cert due: April 2001.
 Details on file under JO# 25707.
 Sign Christiane Date 4-27-99.
 Denver Avionics FAA CRS PE5R116N

Registration No. _____

Certificate No.




0871 Cooley Mesa Road
 Gypsum, Colorado 81637

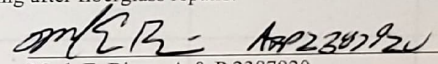
N9296N
 AFTT 901.7

Installed new main gear tires. Goodyear Flight Custom II 6.00 X 6. Serviced tires to 50 PSI. Cleaned and repacked main bearings. EWP Ch. Jr. ATP335842189

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
 <p>0871 Cooley Mesa Road Gypsum, Colorado 81637</p>				
<p><i>N9296N Airframe Log</i></p> <p><i>PA-32R-301T</i></p> <p><i>SN 3257013</i></p> <p><i>Hobbs 1,005.0</i></p>				
<p><i>Installed new nose tire PN 301-016-090</i></p> <p><i>Goodyear 5.00 x 5 flight Custom II. Torqued</i></p> <p><i>wheel bolts to 90 in.lbs. Repacked wheel bearings.</i></p> <p><i>Ch: Jm: ATP335842189</i></p>				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
<p>AIRFRAME November 9, 1999 Total Time: 1053.0 N9296N</p> <p>Complied with Piper S.B. 1031, check of engine instruments. All instruments found to be in compliance.</p> <p>Complied with Piper S.B. 1035, fuel pump screen torque check. Found to be within limits.</p> <p>Replaced left forward baffle with new item.</p> <p>Removed existing propeller governor and installed new propeller governor, Serial No. A1584J. Ground run up check good.</p> <p>Removed existing clock, Serial No. 97281. Installed overhauled clock, Serial No. 99162.</p> <p>Replaced in-line fuse. Operation check good.</p> <p>Painted aircraft logo on upper cowling after fiberglass repairs.</p>		
<p>For Aviation Sales, Inc. W.O. No 11705 and 11887</p>	<p>Mark E. Biron, A & P 2387920</p>	

SERVICEABLE PART

Item Description	Oxygen Cylinder	
P/N	895-24050	S/N 5198
Hydrostatic Test		

MAINTENANCE RELEASE

The appliance identified was repaired and inspected in accordance with current instructions contained in DOT 17334 and the Federal Aviation Regulations and is approved for return to service as per those requirements. Pertinent details of maintenance are on file under W/O # 1475.

Date 5/4/00

Signature Philip W. Seibel
A&P 523664499

AERO CARE, INC.

575 Burbank St., Unit A
Phone 303-439-0433

Broomfield, Colorado 80020
Fax 303-439-0439

Maintenance

296N
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ision
lease

- Installed new fuel quick drain on fuel tank.
- Installed new brake linings on right main gear.
- Installed new brake linings on left main gear.
- Repaired main feed line on oxygen bottle.

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

For Aviation Sales, Inc.
W.O. No. 12064

Max D. Kleinschrodt
Max D. Kleinschrodt, A&P 476802692 IA

Total To Carry Forward



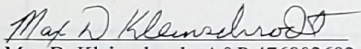
Registration No. _____

and Remarks	Signature	Certificate No.
AIRFRAME November 3, 2000 Total Time: 1087.5 N9296N Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.	 Tyson M. Teeboom, A&P 2510451	
AIRFRAME February 20, 2001 Hobbs: 1094.7 N9296N Removed aircraft battery. Serviced and installed new aircraft battery, Serial No. G01951760.	 Tyson M. Teeboom, A & P 2510451	

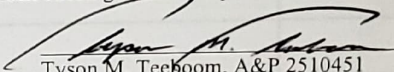
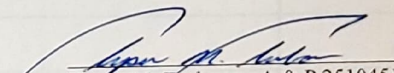
For Aviation Sales, Inc.
W.O. 12325

For Aviation Sales, Inc.
W.O. No. 12493

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
AIRFRAME May 10, 2000	Hobbs: 1064.0			N9296N
Performed an Annual Inspection using Piper checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2000-09. Replaced forward baggage light bulb. Removed oxygen bottle for hydrostatic testing. (See maintenance release placed in the log book.) Reinstalled oxygen bottle after testing. Complied with Piper S. B. 1039, manifold pressure gauge. Complied with Lycoming AD 93-02-05, fuel injector lines, by inspection. Installed new fuel quick drain on left fuel tank. Installed new brake linings on right main gear. Installed new brake linings on left main gear. Repaired main feed line on oxygen bottle. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.				
For Aviation Sales, Inc. W.O. No. 12064				
 Max D. Kleinschrodt, A&P 476802692 IA				
Total To Carry Forward				

Registration No. _____

and Remarks	Signature	Certificate No.
AIRFRAME November 3, 2000 Total Time: 1087.5 Changed the oil and filter. Cut the filter open. No abnormal contaminants were noted. Serviced with 11 quarts of Aeroshell SAE 15w50 oil. Performed a ground run. Operational and leak check good after repairs.	 Tyson M. Teeboom, A&P 2510451	
For Aviation Sales, Inc. W.O. 12325		
AIRFRAME February 20, 2001 Hobbs: 1094.7 Removed aircraft battery. Serviced and installed new aircraft battery, Serial No. G01951760.	 Tyson M. Teeboom, A & P 2510451	
For Aviation Sales, Inc. W.O. No. 12493		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

AIRFRAME June 1, 2001 Hobbs: 1094.7 Total Time: 1094.7 N9296N

Performed an Annual Inspection using Piper checklist, and FAR 43, Appendix D.

Removed and replaced ELT battery back. Inspected and tested in accordance with 91.209.

Removed and replaced baggage light bulb. Operational check good.

Adjusted the alternator belt tension per the manufacturer's specifications.

Removed and replaced with new the right and left brake insulators.

Complied with Piper S.B. 1048 by lubrication per the Service Bulletin instructions.

Removed and replaced vacuum relief valve filter.

Complied with A.D. 84-26-02 by replacement of the induction air filter element.

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

For Aviation Sales, Inc.

W.O. 12577

Barry Whitley, A&P 5455153146 IA

Total To

Carry Forward

Registration No.

Static system tests and inspections required by 91.411 were performed and found to comply with FAR 43 apdx "E".

The system was tested to 20,000 FT.

Next cert due June 2003

Details on file under JO# 30001

Denver Avionics FAA CRS PE5R116N

Sign Date 6-12-01

Transponder tests required by FAR 91.413 were performed this date and found to comply with FAR 43 apdx "F".

Next certification due: June 2003

Make King model KT76C SN 2278

Details on file under JO# 30001

Denver Avionics FAA CRS PE5R116N

Sign Date 6-12-01

Signature

Certificate No.

and Remarks

Denver Avionics FAA CRS PE5R116N

Denver Avionics FAA CRS PE5R116N

Details on file under JO# 30001

Next certification due: June 2003

in accordance with FAR 43 appendix "E"

This altimeter has been tested and certified to 20,000 ft per FAR 91.411

PN 5934PD-3 SN 393067

Denver Avionics FAA CRS PE5R116N

Sign Date 6-12-01

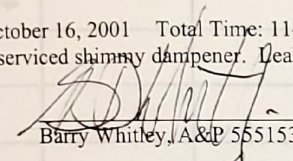
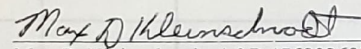
PN AR-850 SN 15422

This encoder has been tested and certified to 20,000 ft per FAR 91.411

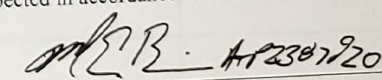
N9296N

N9296N

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
AIRFRAME October 16, 2001 Replaced orings and serviced shimmy dampener. Leak check good. For Aviation Sales, Inc. W.O. 12904	Total Time: 1140.8	N9296N		
 Barry Whitley, A&P 555153146				
AIRFRAME February 4, 2002 Removed aircraft battery, Serial No. G01951760. Serviced and installed new aircraft battery, Serial No. G01997990. Operational check good. Serviced the nose strut with nitrogen per the manufacturer's recommendations. Serviced all the tires with air per the manufacturer's recommendations. For Aviation Sales, Inc. W.O. No. 13114	Hobbs: 1141.3	N9296N		
 Max D. Kleinschrodt, A&P 476802692				
Total T Carry f				

Registration No. _____

and Remarks	Signature	Certificate No.
AIRFRAME July 1, 2002 Hobbs: 1142.1 Total Time: 1142.1 Prop Total Time: 1142.1 Performed an Annual Inspection using Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2002-12. Complied with Piper S.B. 1092A, engine mount inspection, per service bulletin instructions. Removed existing vacuum pump, Serial No. 6AN-2590, and installed new pump, Serial No. N13088. Operational and leak check good. Tightened up pilot side mic and phone jacks. Installed Pilot Operating Handbook Revisions 9, 10, 11 and 12. Removed and replaced the vacuum regulator filter with new item. Adjusted the aileron cable tension per the manufacturer's specifications. Serviced the left and right main gear struts with fluid and nitrogen. Resealed nose strut with new orings. Serviced with hydraulic fluid and nitrogen per the manufacturer's specifications. Installed shims as required between the nose gear trunnion and nose gear strut assembly. Resealed both left and right brake calipers with new orings and bled the brake system. Replaced the nose gear retract stop with new item. Replaced the left wing fuel drain with new item. No leaks noted. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.	 Mark E. Biron, A & P 2387920 IA	N9296N
For Aviation Sales, Inc. W.O. No. 13341		

AIRCRAFT LOG

Date The transceiver has been replaced:
 OFF PN KX155A-0101 SN 5850
 ON PN KX155A-0101 SN X19055
 The transceiver has been function
 tested in accordance with mfg specs.
 Details on file under JO# 32027.
 Sign [Signature] Date 10-7-02.
 Denver Avionics FAA CRS PE5R116N

Transponder tests required by FAR
 91.413 were performed this date and
 found to comply with FAR 43 apdx "F"
 Next certification due: August 2005
 Make King model KT76C-0101 SN 2278
 Details on file under JO# 33174
 Sign [Signature] Date 8-20-03
 Denver Avionics FAA CRS PE5R116N

PN 5934PD-3 SN 393007
 This altimeter has been tested and
 certified to 20,000 ft per FAR 91.411
 in accordance with FAR 43 appendix "E"
 Next certification due: August 2005.
 Details on file under JO# 33174.
 Sign [Signature] Date 8-20-03.
 Denver Avionics FAA CRS PE5R116N

PN AR-850 SN 15422
 This encoder has been tested and
 certified to 20,000 ft per FAR 91.411
 in accordance with FAR 43 appendix "E"
 Next certification due: August 2005.
 Details on file under JO# 33174.
 Sign [Signature] Date 8-20-03.
 Denver Avionics FAA CRS PE5R116N

Static system tests and inspections
 required by 91.411 were performed and
 found to comply with FAR 43 apdx "E"
 The system was tested to 20,000 FT.
 Next cert due August 2005
 Details on file under JO# 33174
 Sign [Signature] Date 8-20-03
 Denver Avionics FAA CRS PE5R116N

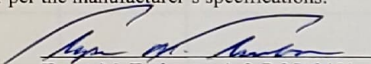
Registration No. _____

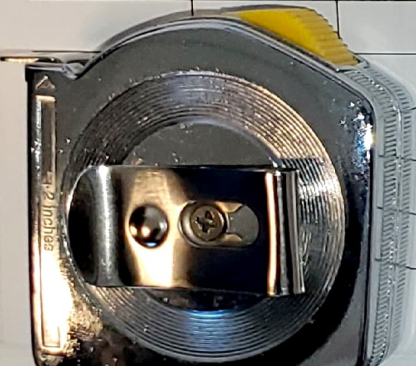
AIRFRAME August 21, 2003 Hobbs: 1186.7
 Total Time: 1186.7 Prop Total Time: 1186.7
 Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix
 D. Airworthiness Directive compliance checked through Revision 2003-15.
 Complied with Lycoming A.D. 2003-14-03, Piper S.B. 1035 and Lycoming S.B. 529A, fuel
 pump leakage, by replacing the fuel pump. Removed Serial No. D9922 and replaced with an
 overhaul exchange RG9080J4A/M, Serial No. B243. (See FAA Form 8130-3 from B & S Aircraft
 Parts & Accessories, Inc., dated 08/13/03 placed in the aircraft records.) Performed a ground run.
 Operational and leak checks good.
 Complied with Piper S.B. 1041, vacuum air filter replacement, installing a new vacuum relief
 valve filter.
 Removed the oxygen bottle for hydrostatic test. (See Maintenance Release from Aero Care, Inc.,
 dated 08/19/03 placed in the aircraft records.) Reinstalled the oxygen bottle after testing and
 servicing. Leak check good.
 Resealed right brake. Bled as required. Operational and leak checks good.
 Replaced the right wing aft position lamp with new part. Operational check good.
 Serviced the shimmy dampener with fluid as required.
 Removed aircraft battery, Serial No. G01997990, and installed new part, Serial No. G02074347,
 after servicing and charging. Operational check good.
 Replaced the ELT battery with new part. Complied with FAR 91.207 by operational check of
 ELT. Operational check good. New battery replacement date is 09/05.
 Cleaned the air conditioner condenser and scoop as required.
 I certify that this aircraft has been inspected in accordance with an Annual Inspection and was
 determined to be in airworthy condition.

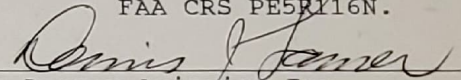
For Aviation Sales, Inc.
 W.O. 13945

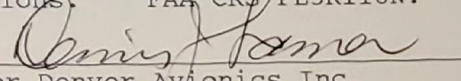
[Signature]
 Steve Schlueter, A & P 506764251 IA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
AIRFRAME September 22, 2003	Hobbs: 1197.6	N9296N		
Complied with Piper VSP 155 and Parker Hannifin S.B. 7076, main landing gear actuator upgrade kits on the left and right main landing gears, per vendor service publication instructions. Operational check good after repairs. Serviced the hydraulic reservoir per the manufacturer's specifications.				
For Aviation Sales, Inc. W.O. No. 14009				
 Tyson M. Teeboom, A & P 2510451				



 LOGBOOK ENTRY DATE 4-20-04
 Piper Model PA32R-301T REG #N9296N
 The existing King KT-76C transponder was upgraded to the King KT-73 per 337 this date. WT and BAL and equip list amended. FAA CRS PE5R116N.
 Signed 
 For Denver Avionics Inc.

 LOGBOOK ENTRY Date: 4-20-04
 Piper Model PA32R-301T Reg #N9296N
 Install King KMD-250 Multi function display per 337 this date. WT and Bal and equipment list amended. See 337 this date for continued airworthiness instructions. FAA CRS PE5R116N.
 Signed 
 For Denver Avionics Inc.

LOGBOOK ENTRY Date: 4-20-04
Piper Model PA32-301T Reg #N9296N
Installed Bendix/King KDR-510 VHF Data
Link receiver per 337 this date. WT and
Bal and equipment list amended. Refer
to 337 this date for continued
airworthiness instructions.

FAA CRS EE5R116N.

Signed *Chris Kramer*
For Denver Avionics Inc.

Registration No. _____

AIRFRAME	Date	Hobbs	Total Time	Reg No.	No.
	September 24, 2004	1260.8	1260.8	N9296N	
	Prop Total Time: 1260.8				
	Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D.				
	Airworthiness Directive compliance checked through Revision 2004-18.				
	Serviced and charged aircraft battery.				
	Complied with 1000 hour exterior bearing lubrication.				
	Complied with 1000 hour flight control hinge bolt inspection.				
	Complied with 500 hour/2 year wing fuel strainer inspection. No discrepancies noted.				
	Complied with stabilator trim screw cleaning and lubrication.				
	Performed torque link bolt inspection.				
	Complied with 100 hour vacuum relief valve filter replacement.				
	Complied with A.D. 2002-26-01, fuel injector lines by visual inspection per Lycoming S.B. 342. No discrepancies noted.				
	Complied with Piper S.B. 1092B, Part I, engine mount inspection by visual inspection. Removed engine mount and replaced with new part.				
	Complied with Piper S.B. 1048, stainless steel control cable lubrication per service bulletin instructions.				
	Adjusted aileron cable tension per the manufacturer's specifications.				
	Adjusted stabilator trim cable tension per the manufacturer's specifications.				
	Removed nose baggage light bulb and replaced with new part. Operational check good.				
	I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.				
For Aviation Sales, Inc.					
W.O. 14400					
					<i>Max D. Kleinschrodt</i>
					Max D. Kleinschrodt, A&P 476802692 IA

To
Cc

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

McClelland Aviation Co.
1100 Aviation Ln
Springfield, IL 62707

N9296N 10/05/04 Hobbs
Removed and Replaced aircraft battery with new part.
P/N G-243. Ground and checked electrical charging
System. Found charging system normal.

Randy A. Shafer
Randy A. Shafer A&P337644449IA

AIRFRAME December 16, 2004 Hobbs: 366.7 N5365D
Bled the left and right brakes. Operational check good.

Total To
Carry Forward

For Aviation Sales, Inc.
W.O. No. 14494

Larry D. Qualls
Larry D. Qualls, A & P 2228865

AIRFRAME December 16, 2004 Hobbs: 1304.9 N9296N

Removed nose baggage door magnetic switch and replaced with new part.
Operational check good.

and

For Aviation Sales, Inc.
W.O. 14486

Larry D. Qualls
Larry D. Qualls, A&P 2228865

Certificate No.

AIRFRAME February 23, 2005 Hobbs: 1337.3 N9296N

Removed oil cooler "winterization plates" and placed in baggage
compartment at owner's request.

Adjusted heat control cable for proper travels. Operational check good.
Replaced engine seat hose to alternator cooling duct.

For Aviation Sales, Inc.
W. O. 14557

Tyson M. Teeboom
Tyson M. Teeboom, A&P 2510451

ALTIMETER CORRECTION	
-1000	0
0	-5
500	0
1000	+5
1500	+10
2000	+15
4000	+5
6000	0
8000	-10
10,000	-10
15,000	+20
20,000	+100

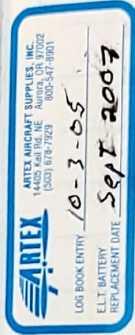
T LOG

393007
 been tested and
 per FAR 91.411
 43 appendix "E"
 : September 2007
 JO# 35420
 Date 9-10-05
 A CRS PE5R116N

N9290N
 PN AK-300
 This encoder has been tested and
 certified to 20,000 ft per FAR 91.411
 in accordance with FAR 43 apdx "E"
 Next certification due: September 2007
 Details on file under JO# 35420
 Sign Rams James Date 9-10-05
 Denver Avionics FAA CRS PE5R116N

Static system tests and inspections
 required by 91.411 were performed and
 found to comply with FAR 43 apdx "E"
 The system was tested to 20,000 FT.
 Next cert due September 2007
 Details on file under JO# 35420
 Sign Rams James Date 9-10-05
 Denver Avionics FAA CRS PE5R116N

N9290N
 Transponder tests required by FAR
 91.413 were performed this date and
 found to comply with FAR 43 apdx "F"
 Next certification due: September 2007
 Make King model K173-01A SN 1558
 Details on file under JO# 35420
 Sign Rams James Date 9-10-05
 Denver Avionics FAA CRS PE5R116N



AIRFRAME October 3, 2005 Hobbs: 1417.7 Total Time: 1417.7 N9296N
 Propeller Total Time: 1417.7

- Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. No.
- Airworthiness Directive compliance checked through Revision 2005-19.
- Serviced and charged aircraft battery.
- Removed and replaced ELT battery as needed. New expiration date: 09/2007. Operational check good.
- Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.
- Complied with 90 day fuel sump strainer screen cleaning.
- Complied with 100 hour vacuum relief valve filter replacement.
- Complied with Piper S.B. 1048, stainless steel control cable lubrication per service bulletin instructions.
- Complied with the annual fire extinguisher contents check. No discrepancies noted.
- Removed right wing tail navigation light bulb and replaced with new part. Operational check good.
- Removed magneto switch and pitot heat switch light bulbs and replaced with new parts. Operational check good.
- Removed cowling oil door latch assembly and replaced with new part. Operational check good.
- Removed nose wheel bearing and race and replaced with new parts. Operational check good.
- Adjusted nose gear steering travel per the manufacturer's specifications.
- Removed pitot heat light bulbs on annunciator panel and replaced with new parts. Operational check good.
- Complied with Textron Lycoming A.D. 2002-26-01, fuel injector lines by visual inspection per Lycoming S.B. 342. No discrepancies noted.
- I certify that this airframe has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.
 W.O. 14768

Max D. Klemschrodt
 Max D. Klemschrodt, A&P 476802692 IA

AIRCRAFT LOG

AIRFRAME November 3, 2006 Hobbs: 1592.5 Total Time: 1592.5 **N9296N**
 Propeller Total Time: 1592.5

Performed an Annual Inspection using the Piper PA32R-301T checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2006-21.
 Serviced and charged the aircraft battery.
 Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection.
 Operational check good.
 Complied with the annual fire extinguisher contents check. No discrepancies noted.
 Complied with 90 day fuel strainer drain inspection per the manufacturer's specifications.
 Removed the oxygen cylinder for hydrostatic test. (See Maintenance Release from Aero Care, Inc., dated 10/10/2006, placed in the aircraft records.) Reinstalled the oxygen cylinder after testing and service. Operational and leak check good.
 Complied with 100 hour vacuum relief valve filter replacement.
 Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions.
 Rigged induction alternate air door control for proper operation. Operational check good.
 Complied with A.D. 84-26-02, induction air filter replacement.
 Removed, replaced and balanced left main gear tire. Cleaned, inspected and serviced left main gear wheel bearings.

Maintenance

Total To Carry Forward

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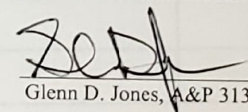
AIRFRAME (Cont'd.) November 3, 2006

N9296N

Removed, replaced and balanced right main gear tire. Cleaned, inspected and serviced right main gear wheel bearings.
 Removed left brake assembly insulator and replaced with new part.
 Tightened or removed and replaced damaged fuel cell attaching screws on left and right wing as required.
 Removed nose wheel bearings and race and replaced with new parts.
 Replaced ELT antenna with new part. Operational check good.
 Removed scat tubing for alternator and replaced with new part.
 Removed scat tubing for cabin heat and replaced with new part.
 Serviced nose gear strut with hydraulic fluid and nitrogen per the manufacturer's specifications. Leak check good.
 Adjusted nose gear steering roller clearance per the manufacturer's specifications.
 Tightened and safetied nose landing gear strut trunnion attaching hardware.
 Adjusted aileron cable tension per the manufacturer's specifications. Checked ailerons for full movement. Operational check good.
 Removed nose gear down lock spring and replaced with new part. Operational check good.
 I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

ific No.

For Aviation Sales, Inc.
 W.O. 15139



Glenn D. Jones, A&P 3130913 IA

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Date



Corporate Jets, Inc.

1600 North Airport Drive • Scottsdale, Arizona 85260 • (480) 948-2400

N9296N Date: February 17, 2007

Model # Piper PA-32 S/N 3257013

TACH 1611.2

AIRFRAME LOG ENTRY

Removed Electric Fuel Pump p/n 461-750, s/n 78558
Installed new pump from Piper p/n 461-750, s/n 125313.
Operational check was good.

I certify that the above stated maintenance was performed in accordance with the current FAR's and this aircraft is approved for return to service. W.O. #026359

[Signature]
CORPORATE JETS, INC. FAA CRS# LN3R663L

Maintenance

Registration No. _____

[Logo] **Yellowstone Jetcenter**
499 Golden Tail Road, Big Lake, Montana 59714

Customer: **Greg Strohecher** Aircraft Mfg: **Piper** Reg. No. **N9296N**
Model: **PA-32R-301T** S/N: **3257013** A/C TT: **1617.8** Hobbs: **1617.8** Date: **1-March-2007**

Replaced L/H Fuel Sump Drain. Installed New Sump (P/N: F391-187).
Replaced Turbo Charger Waste Gate. Installed O/H Waste Gate (P/N: 470954-0009B) (S/N: CDN 2800) from Approved Turbo Components, CRS # 07TR2100.

Reinstalled Exhaust Tail Pipe after Repair from Dawley Aviation, CRS #NJ5R069N.
Ops Check Good. -END-

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed. For details see W.O. No. 07-5566

Signed *[Signature]* Daniel L Carter
Yellowstone Jetcenter FAA CRS - YJ5R683Y

[Logo] **Yellowstone Jetcenter**
490 Gallatin Field Road, Big Lake, Montana 59714

Customer: **Greg Strohecher** Aircraft Mfg: **Piper** Reg. No. **N9296N**
Model: **PA-32R-301T** S/N: **3257013** A/C TT: **1723.5** Hobbs: **1723.5** Date: **05-October-2007**

Installed exhaust after repair by Dawley Aviation CRS#NJ5R069N W/O# 94627
Installed new door hinge on top engine cowl access door. (P/N 65291003)
Ops Check Good. -END-

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed. For details see W.O. No. 07-5912

Signed *[Signature]* Daniel L Carter
Yellowstone Jetcenter FAA CRS - YJ5R683Y

456 Gallatin Field Rd., Big Lake, MT 59714

Total To Carry Forward



Yellowstone Jetcenter

190 Gallatin Field Road, Bozeman, Montana 59714

Customer: Greg Strohecher Aircraft Mfg: Piper Reg. No. N9296N
Model: PA-32R-301T S/N: 3257013 A/C TT: 1742.3 Hobbs: 1742.3 Date: 10 December 2007

Completed 100 hour/ annual inspection using Piper PA32-301/301T checklist.
Changed ELT battery Artex 452-0130, new date April 2010. Completed FAR 91.207.(d) checks.
Complied with 90 day fuel strainer inspection and 100 hour vacuum relief filter replacement, B3-5-1
Re-sealed left brake caliper.

Run up & Leak Check Good. -END-

I certify that this aircraft has been inspected in accordance with an Annual / 100hr inspection and has been determined to be in airworthy condition. Pertinent details are on file at this agency Under W.O. No. 07-6003 Date: 03 December 2007

Signed: David E. Libby David E. Libby
Yellowstone Jetcenter FAA CRS - YJ5R683Y

Total To
Carry Forward

Registration No. _____



ARLIN'S AIRCRAFT
SERVICE, INC.

36 GALLATIN FIELD, BELLEVILLE, MT 59714 (406) 388-1381, FAX (406) 388-7417, www.arlins.com, arlins@arlins.com

Certificate No. _____

DATE REGISTRATION SERIAL # HOBBS & TOTAL TIME
03 DEC 08 N9296N 3257013 1829.6

Inspection completed this date. Checked cables, pulleys, lights, brakes, tires, battery. Checked ELT per 91-207(d) battery (Due APRIL 2010). Checked wing, gear and tail bolts. Drained sumps. Cleaned gascolator. Ran gear retraction check. Greased gear. Replaced all brake blocks. Replaced o-rings in right brake. Serviced hydraulic system.

Arlin C. Wass
Arlin C. Wass A&P 1340061

DATE REGISTRATION SERIAL # HOBBS & TOTAL TIME
03 DEC 08 N9296N 3257013 1829.6

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

Arlin C. Wass
Arlin C. Wass IA 1340061

AIRCRAFT LOG

Dc



ARLIN'S AIRCRAFT SERVICE, INC.

36 GALLATIN FIELD, BELGRADE, MT 59714 (KBZ)
 (406) 388-1351, FAX (406) 388-7417, www.arlin.com, arlin@arlin.com

Maintenance

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
10 FEB 2010	N9296N	3257013	1872.4

Inspection completed this date. Checked cables pulleys, lights, brakes, tires and battery. ELT checked per 91-207 (d). ELT battery (Due JULY 2012). Drained sumps. Cleaned gascolator. Ran gear retraction check. Greased gear. Serviced hydraulic system. Checked wing, gear and tail bolts. Had O2 bottle hydrostatically checked. Installed overhauled engine, prop and governor. Replaced vacuum filter.

Arlin C. Wass
 Arlin C. Wass A&P 1340061

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
10 FEB 2010	N9296N	3257013	1872.4

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

Arlin C. Wass
 Arlin C. Wass IA 1340061

Total To Carry Forward

Registration No. _____

Certificate No. _____



ARLIN'S AIRCRAFT SERVICE, INC.

36 GALLATIN FIELD, BELGRADE, MT 59714 (KBZ)
 (406) 388-1351, FAX (406) 388-7417, www.arlin.com, arlin@arlin.com

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
09 APRIL 2010	N9296N	3257013	1888.4

Removed factory installed oil coolers and installed new oil cooler kit 767-332, see S/L 1043. Changed oil and filter. Ran engine and checked for leaks. Reinstalled cowl.

Arlin C. Wass
 Arlin C. Wass A&P 1340061



ARLIN'S AIRCRAFT SERVICE, INC.

36 GALLATIN FIELD, BELGRADE, MT 59714 (KBZ)
 (406) 388-1351, FAX (406) 388-7417, www.arlin.com, arlin@arlin.com

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
14 APRIL 2010	N9296N	3257013	1895.8

Installed new left outboard fuel gauge transmitter Part # 98531-800. Fueled aircraft and checked for leaks.

Arlin C. Wass
 Arlin C. Wass A&P 1340061



**ARLIN'S AIRCRAFT
SERVICE, INC.**

36 GALLATIN FIELD, BELGRADE, MT 59714 (NRZN)
(406) 388-1381, FAX: (406) 388-7417, www.arlins.com, arlin@arlins.com

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
19 APRIL 2010	N9296N	3257013	1902.1

Installed an overhauled vacuum pump, part 215CC, serial number 16293. Replaced instrument filter.

Arlin C. Wass
Arlin C. Wass A&P 1340061



**ARLIN'S AIRCRAFT
SERVICE, INC.**

36 GALLATIN FIELD, BELGRADE, MT 59714 (NRZN)
(406) 388-1381, FAX: (406) 388-7417, www.arlins.com, arlin@arlins.com

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
08 FEB 2011	N9296	3257013	1945.9

Inspection completed this date. Checked cables, pulleys, lights, brakes, tires and battery. Checked ELT per 91-207(d) ELT battery (Due JUL 2012). Drained sumps. Cleaned gascolator. Ran gear retraction check and greased gear. Checked wing, gear and tail bolts. Replaced instrument filters. Installed new G-243 battery Ser #CO2550325.

Arlin C. Wass
Arlin C. Wass A&P 1340061

DATE	REGISTRATION	SERIAL #	HOBBS & TOTAL TIME
08 FEB 2011	N9296	3257013	1945.9

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

Arlin C. Wass
Arlin C. Wass IA 1340061

Maintenance



456 Gallatin Field Road, Belgrade, MT 59714
T - (406) 38 8-3800 F - (406) 388-6272

Customer: John Bognar Aircraft Mfg: Piper Reg. No. N9296N
Model: PA-32R-301T S/N: 3257013 A/C TT: 1975.8 Hobbs: 1975.8 Date: February 14, 2012

Completed 100 hour/ annual inspection using Piper PA32-301/301T checklist, PN: 230-2047, Dated January 31, 2011.

Tested the ELT per the FAR 91.207.(d), No defects noted. Installed a new ELT battery Artex PN: 452-0130, Next due Nov. 2013.

Complied with the following Air Worthiness Directives.

CAV A.D. 2010-15-10, Amd. 39-16376, dated 8-31-2010. Inspected the control yoke taper pins for correct installation IAW with Piper SB 1197B. No defects noted.

Complied with the following Maintenance items.

Installed a new fuel sump Left fuel tank. PN: F391-187B.

Installed a new oxygen bottle PN: H21507-02, SN: 20986. Next Hydrostatic due Nov. 2016. Life limit expires Nov. 2026.

Installed new O rings in the nose gear actuator, 2 PN: MS28775-213, 1 PN: MS28775-110, O rings, PN: 095-03200 seal washer, PN: 762-687 backup ring.

Installed a new left brake caliper shim, PN: 068-01100.

Installed a new Donaldson air filter, PN: P151936.

Installed two new rod ends on the left aileron, PN: 452-336, PN: 452-332 rod ends and PN: AN3-11A, AN3-10 bolts.

CW Piper SB: 1198A, Fuel selector O ring replacement. Determined the fuel selector O rings are the correct PN.

Installed a new nose baggage light, PN: GE1495

Performed satisfactory operational check of system.

-END-

This aircraft's ATC transponder, altimeter, static system and altitude reporting system have been inspected and tested in accordance with FAR 43, Appendix E and F to comply with FAR 91.411 and 91.413. Pilot's Altimeter tested to: 25,000 Feet.

I certify that this Aircraft has been inspected in accordance with an Annual / 100 Hr. inspection and has been determined to be in airworthy condition. Pertinent details are on file at this agency Under W.O. No. 12-7728 Date: February 14, 2012.

Signed: *John Houseman* John Houseman

Signed: *Dan Carter* Dan Carter

Signature Technicair ■ FAA / CRS - 5SGR851B

Total
Corr



450 Gallatin Field Road, Belgrade, MT 59714
 T: (406) 388-8380 F: (406) 388-4272

Customer: John Bognar Aircraft Mfg: Piper Reg. No. N9296N

Model: PA-32R-301T S/N: 3257013 A/C TT: 2048.5 Hobbs: 2048.5 Date: February 25, 2013

Completed 100 hour/ annual inspection using Piper PA32-301/301T checklist, PN: 230-2047, Dated January 31, 2011.

Tested the ELT per the FAR 91.207.(d), No defects noted, Battery next due Nov. 2013.

Complied with the following Airworthiness Directives.

C/W A.D. 2013-02-13, Amd. 39-17534, dated 3-11-2013. Inspected the Stabilator control cables per Piper SB 1245A, No defects noted. inspect every 2000 hours or 7 years. Next due AFTT: 4048.5 or year 2/2020.

Complied with the following Maintenance items.

Serviced the air conditioning system.

Serviced the oxygen system.

Performed satisfactory operational check of system.

-END-

I certify that this Aircraft has been inspected in accordance with an Annual / 100 hr. inspection and has been determined to be in airworthy condition. Pertinent details are on file at this agency Under W.O. No. 13-8160 Date: February 25, 2013.

Signed: *Dan Carter* Dan Carter

Signature Technicair ■ FAA / CRS - 5SGR851B

Total To Carry Forward

Registration No. _____

and Remarks	Signature	Certificate No.
<p>DATE: November 18, 2013 REG. # N9296N SER. # 3257013 A/C TT: 2073.1 HOBBS: 2073.1</p> <p>Removed Nose Strut Assembly. Install New Piper Seal Kit, Service With Oil & Charged With Nitrogen As Per Piper Service Manual. Removed Main & Nose Wheels, Inspected And Repacked All Bearings. Installed New Michelin Aviator 6:00-6 8 Ply Tire To Mains And Michelin Aviator 5:00-5 6 Ply Tire To Nose Position. Installed New Gill G-243 Aircraft Battery Ser. # G02799660. Aircraft Approved For Return To Service.</p> <p><u><i>Collin McIntyre</i></u> Collin McIntyre A&P 3636098</p>		

AIRCRAFT LOG

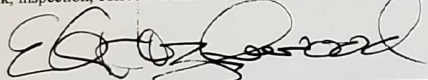
Reg: N9296N	AIRFRAME LOG	Date: 01-01-2014
Make: Piper	Southern Cal Aircraft Inc.	Tach: none
Model: PA32R-301T	1880 Joe Crosson Drive	AFTT: 2074.8
Ser: 325013	El Cajon, Ca. 92020	Hobbs: 2074.8
	619-448-5010	

I certify that this Aircraft has been inspected in accordance with ANNUAL inspection procedure and determined airworthy this date.

Routine maintenance and inspection performed. All flight controls lubricated and inspected. Landing gear system lubricated. Aircraft jacked and a landing gear retract test performed, emergency extension performed and system ops cked good. Replaced ELT Battery. AD 2013-02-13 was P/C/W, log entry IAW Piper SB 1245A.

I certify that the ELT has been inspected in accordance with the requirements of FAR 91.207(d) and was found to be in a satisfactory condition." BATT. DUE, December 2015.
 AD 2013-02-13 Failure of Stabilator control sys. P/C/W IAW Piper SB 1245A. (02/25/2013, 2048.5) Due Ea. 2000 Hrs or 7 yrs.
 Except as stated above, no other work, inspection, corrective action or determination of airworthiness was made at this time.

Edward Q Hazlewood
 A&P 1655569
 Insp. Auth.



Date: 01-01-2014

Registration No. _____

and Remarks	Signature	Certificate No.
-------------	-----------	-----------------



Make: PIPER
 Model: PA-32R-301T
 S/N: 3257013
 N9296N

January 2, 2014

I certify that the Altimeter Automatic Pressure Altitude Reporting and Static Systems Tests and Inspections required by FAR 91.411 have been performed and found to comply with FAR Part 43, Appendix E.

Altimeter tested to: 20,000
 Pilot Altimeter S/N: In Aircraft

I certify that the ATC Transponder Tests and Inspections required by FAR 91.413 (a) have been performed And found to comply with FAR Part 43, Appendix F.

Transponder #1 S/N: In Aircraft

This Aircraft, Airframe, or appliance indemnified above has been repaired and or inspected in accordance with current Regulations of the Federal Aviation Administration and Manufacturer data and is approved to return to service

Neal Aviation
 FAA Repair Station #NOER688Y
 1860 Joe Crosson Dr.
 El Cajon, CA 92020
 Hanger 1
 619-663-1000

Date: 1/2/14

Signature: 

AIRCRAFT LOG

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

MAKE: PIPER
MODEL: PA32R-301T
S/N: 3257013
REG NO: 9296N
WORK ORDER:
6029-01-2014



High Performance Aircraft, Inc.

Repair Station No. HPFR569X
1850 JOE CROSSON DRIVE
El Cajon, CA 92020
Phone: 858-576-5000

DATE: 1/7/2014
A/C TSN:
HOBBS: 2074.8

Airframe Entries

REPLACED ALTERNATOR WITH OVERHAULED P/N ES4011-1LS, S/N A121402 AND SENSOR WITH P/N 587-757, S/N 80337046
ALTERNATOR OPERATION AND INDICATIONS ARE NORMAL AT THIS TIME

The aircraft and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this repair station under Work Order No. 6029-01-2014
Dated

DATE: 1/7/2014

SIGNED:

Dan Salzman
Certified Repair Station No. HPFR569X

Work Order: 6029-01-2014

Printed by EBis 3 (datcomedia.com)

To
Forward

Registration No. _____

and Remarks	Signature	Certificate No.

Date: 2/2/2015 N9296N Airframe log HOBBS TIME: 2151.9 AFTT: 2151.9

Perform 100 hour/ Annual inspection I/A/W Piper service Manual. Remove and replace all 8 brake linings part number: RA06600-06200 on both left and right MLG. Bleed brakes, clean and pack wheel bearings. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls, check all lights check OK. C/W AD 84-26-02 paper induction air filters/ by replacement of air filter. Clean and inspect aircraft main fuel filter. Installed Donaldson Air Filter P/N: P151936 next due in 500 hours hobbs time 2651.9. Inspect ELT in accordance with FAR 91.207(d) (para 1,2,3, and 4), and was found in compliance thereof. **ELT battery due December 2015.** All applicable AD's checked and complied with up to this date of 2-2-2015. AD compliance list has been created and placed with the aircraft records. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of February 2, 2015.

James Salter A&P 3201359 IA

AIRCRAFT LOG

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

Date: 2/11/2016 N9296N Airframe log HOBBS TIME: 2242.0 AFTT: 2242.0

Perform 100 hour/ Annual inspection I/A/W Piper service Manual.. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls and landing gear lube points. Check all lights check OK. C/W AD 84-26-02 paper induction air filters/ by replacement of air filter, 500 hour replacement due at hobbs time 2651.9. Inspect and test ELT in accordance with FAR 91.207(d) (para 1,2,3, and 4), and was found in compliance thereof. **ELT battery due Sept 2018.** All applicable reoccurring and new AD's checked and complied with up to this date of 2-11-2016. AD compliance list is with the aircraft records. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of February 11, 2016.

James Salter
James Salter A&P 3201359 IA

COASTAL VALLEY <i>Aviation Inc.</i> (805)928-7701 • www.cvamx.com Piper PA32R-301T SN 3257013	AIRCRAFT DATE: 7/19/2016 N9296N TACH: 2276.1
	1. Replaced main tires and tube with new Condor 8 ply 2. Cleaned and repacked main wheel bearings <i>Richard Holder</i> Richard Holder A&P 3340719 IA

Total To Carry Forward

Registration No. _____

and Remarks	Signature	Certificate No.
Date: 4/1/2017 N9296N Airframe log		

HOBBS TIME: 2335.3 AFTT: 2335.3

Perform 100 hour/ Annual inspection I/A/W Piper PA32R-301T service manual. Remove nose wheel tire and tube installed new Michelin Aviator tire 5.00-5 6 ply and Michelin Airstop 5.00-5 tube. Cleaned, inspected and packed all wheel bearings with grease. Resealed both left and right brake calipers with new o-rings p/n: MS28775-222. Replaced all right and left MLG brake linings p/n: RA66-62 and bled the brake system. Checked all fluid levels and serviced as needed. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls and landing gear lube points. Drained fuel sumps cleaned gascolator. Check all lights check OK. AD 84-26-02 paper induction air filters/ P/C/W by replacement of air filter see entry 2-2-2015, filter condition good, 500 hour replacement due at hobbs time 2651.9. Inspect and test ELT in accordance with FAR 91.207(d), and was found in compliance thereof, **ELT battery due Sept 2018.** Oxygen bottle hydrostatic re-certification due oxygen bottle pressure relieved. Aircraft is placarded "Oxygen system inoperative do not use" placed in view of pilot near oxygen control lever. Oxygen service access point placarded "Do not service oxygen bottle hydrostatic re-certification due". All applicable reoccurring and new AD's checked and complied with up to this date of 4-1-2017. See AD compliance list with the aircraft records for details. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of April 1, 2017.

James Salter
James Salter A&P 3201359 IA

AIRCRAFT LOG

Date: 6/27/2018 N9296N Airframe log

HOBBS TIME: 2472.9 AFTT: 2472.9

Perform 100 hour/ Annual inspection I/A/W Piper PA32R-301T service manual. Inspect wheels, brake linings, calipers and rotors, clean and repack all wheel bearings with grease, replace felt grease seals. Checked all fluid levels and serviced as needed. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls and landing gear lube points. Check all lights replace left wing tip white navigation light bulb p/n: WHL A508-28, replace landing gear down indicator light bulb p/n: GE 327 all lights check good. AD 84-26-02 paper induction air filters/ P/C/W by replacement of air filter see entry 2-2-2015, filter condition good, 500 hour replacement due at hobbs time 2651.9. C/W AD 2015-19-07 External fuel injector lines I/A/W paragraph (c)(1)(ii), and Lycoming MSB NO. 342G, no defects found. Removed waste gate assembly and controller for repair and calibration, work performed by Approved Turbo Components Inc, 1545 E. Acequia Visalia, CA 93292, for details, see FAA Form 8130-3 W/O # 36446 in the aircrafts records. Re install repaired/ overhauled certified waste gate and calibrated controller. Ran engine, checked for leaks no leaks noted, Checked for proper manifold pressure check good in accordance with Piper service manual specifications. Removed oxygen cylinder part number: 1274026 serial number: ALT279-20986 for Hydrostatic test. Test/ Inspection completed by O'Brien Enterprises 2420 E. 28th St. Unit 2 Signal Hill, CA 90755 (Approved Certificate number: QK3R792L), see FAA Form 8130-3 work order number HY18294 in the aircraft records for details **next Hydrostatic test/Inspection Due June-2023**. Install the above previously removed oxygen cylinder in aircraft, leak checked system, tighten fitting(s) with minor leaks, leak check completed- no leaks detected at this time. Inspect and test ELT in accordance with FAR 91.207(d), and was found in compliance thereof. **ELT battery due Sept 2018**. All applicable reoccurring and new AD's checked and complied with up to this date of 6-27-2018. See AD compliance list with the aircraft records for details. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of June 27, 2018.

James Salter
James Salter A&P 3201359 IA

To
Cc

Affordable Avionics Inc. 7000 Merrill Ave # 18 Chino, CA 91710 8AAR592Y
LOG ID# 4134 07-February-2019 WO# 4304 AC TT 2516.0
N9296N S/N 3257013 PIPER PA-32R-301T

Pg 1 / 2

- Removed existing KCS 55 HSI System, 7000 VSI, KMD 250 MFD, and 1394T100-72 Turn Coordinator; King KX 155 NAV/COM, KLN 94 GPS, KN 72 VOR/LOC Converter, and KMD 250 MFD; King KX 155 NAV/COM, KLN 94 GPS, KN 72 VOR/LOC Converter, and KMD 250 MFD; King KT 73 Transponder and KDR 510 Data Receiver; and King KI-256 Attitude Indicator. Installed two EFD 1000s with synthetic vision and EA 100 in accordance with STC SA 108225C; Avidyne IFD 540 GPS/NAV/COM in accordance with STC SA0034380; Lynx-NGT 9000 Transponder in accordance with SA02444AK; and GS Electronic Flight Instrument in accordance with STC SA01818WI. See FAA form 337 for details. wt and Balance and Equipment list updated. Post installation ground check carried out satisfactory. The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR Part 91.227. The Altimeter(s), static system, Transponder(s) and encoder were inspected upto 35,000 Ft. and were found to comply with FAR 91.411 and 91.413 and Appendix E and F of FAR 43. Test Equipment used 6250-W SN: 87219 Date of CAL 7/09/2018 IFR 6000 S.N. 1000685871 Date of CAL 02/02/2018 Due 2/21/19
- Installed Bi-Polar Mini LED Lights PN: 11-09629 Qty 8 and Miniature LED Lamp #1495 Qty: 5 in cabin. Post installation function check carried out satisfactory.
- Carried out electrical wiring of Appareo Stratus Power USB chargers per Manufacturer's Installation manual P.N 600840-000041 Rev 1.0 dated 12/15/2016. Post installation carried out satisfactory per Manufacturer procedure.
- Upon troubleshooting found that the Pilot and Copilot headphone jacks were wired Mono and the Passenger jacks were wired in stereo configuration. Re wired Pilot and Copilot headphone jacks for stereo per PS engineering installation manual. Post installation ground check carried out satisfactory.

ificate No.


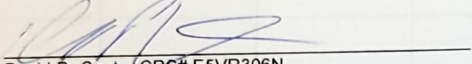
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Affordable Avionics Inc. 7000 Merrill Ave # 18 Chino, CA 91710 8AAR592Y
LOG ID# 4134 07-February-2019 WO# 4304 AC TT 2516.0
N9296N S/N 3257013 PIPER PA-32R-301T



Pg 2 / 2

Signed 8AAR592Y *Raymond Soto* 02/07/2019
Raymond Soto date


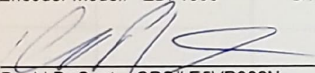
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
 <p>REG: N9296N SN: 3257013 HOBBS: 2527.7 DATE: 04/01/2019</p> <p>DESCRIPTION OF WORK:</p> <p>Static cert: I certify that the Altimeter and Static System Test required by FAR 91.411 was performed and found to comply with FAR 43, Appendix E, Par. (a), (b), and (c). The installed system meets the requirements of FAR 91.217. The altimeter was tested to 20K ft. on 01/18/2019. P/N: EDF1000 S/N: 26799 P/N: G5 S/N: 4JQ013934 P/N: 5934PD-3 S/N: 393067 I certify that the Transponder was tested per FAR 91.413 and found to comply with FAR 43, Appendix F. Transponder Model: NGT-9000 S/N: LXE12603 Encoder Model: EDF1000 S/N: 26799 (W.O. 15372)</p> <p> David DeCant CRS# E5VR306N</p>				
<p>Tota Carry Forward</p>				


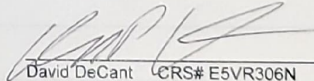
Registration No. _____

and Remarks	Signature	Certificate No.
 <p>REG: N9296N SN: 3257013 HOBBS: 2527.7 DATE: 04/01/2019</p> <p>KFC150 AUTOPILOT PORPOSES AFTER INSTALL FROM ANOTHER SHOP: Tested the system and the pitch and trim drove in both directions. Tested the bridle cable, it tested ok. Tested the gyro gains. Found pitch set at 1.5volts @10 deg pitch. Adjusted to 2.0 volts at 10deg. Tested the roll gain and it was set a 4.5 volts @25 deg roll. Adjusted the roll gain to 5.0 volts @ 25 deg. IAW King maintenance manual. The system ground function tested good after adjustments.</p> <p style="text-align: right;">W.O. 15372</p> <p> David DeCant CRS# E5VR306N</p>		

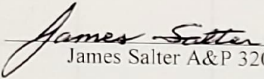
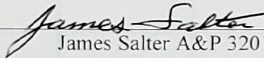
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
 <p>REG: N9296N SN: 3257013 HOBBS: 2527.7 DATE: 04/01/2019</p> <p>DESCRIPTION OF WORK:</p> <p>Static cert: I certify that the Altimeter and Static System Test required by FAR 91.411 was performed and found to comply with FAR 43, Appendix E, Par. (a), (b), and (c). The installed system meets the requirements of FAR 91.217. The altimeter was tested to 20K ft. on 01/18/2019.</p> <p>P/N: EDF1000 S/N: 26799 P/N: G5 S/N: 4JQ013934 P/N: 5934PD-3 S/N: 393067</p> <p>I certify that the Transponder was tested per FAR 91.413 and found to comply with FAR 43, Appendix F.</p> <p>Transponder Model: NGT-9000 S/N: LXE12603 Encoder Model: EDF1000 S/N: 26799</p> <p style="text-align: right;">(W.O. 15372)</p> <p> David DeCant CRS# E5VR306N</p>				
Total				
Carry Forward				

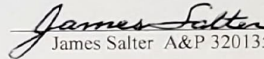
Registration No. _____

and Remarks	Signature	Certificate No.
 <p>REG: N9296N SN: 3257013 HOBBS: 2527.7 DATE: 04/01/2019</p> <p>KFC150 AUTOPILOT PORPOSES AFTER INSTALL FROM ANOTHER SHOP: Tested the system and the pitch and trim drove in both directions.</p> <p>Tested the bridle cable, it tested ok. Tested the gyro gains. Found pitch set at 1.5volts @10 deg pitch. Adjusted to 2.0 volts at 10deg. Tested the roll gain and it was set a 4.5 volts @25 deg roll. Adjusted the roll gain to 5.0 volts @ 25 deg. IAW King maintenance manual. The system ground function tested good after adjustments.</p> <p style="text-align: right;">W.O. 15372</p> <p> David DeCant CRS# E5VR306N</p>		

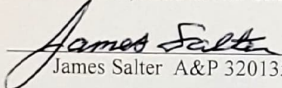
AIRCRAFT LOG

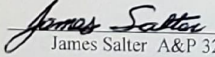
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
Date: 5/13/2019 N9296N Airframe log			HOBBS TIME: 2539.6	AFTT: 2539.6
Installed previously removed dual fuel gage Piper p/n: 100930-7 s/n: 0056EC for service and repairs. Gauge repaired by Ultra Electronics Flightline Systems Certificate No. FSZR483X. see FAA Form 8130-3 tracking number: 2018-154 provided in the aircraft records for details. Fuel gauge accuracy / function test satisfactory.				
 James Salter A&P 3201359 IA				
Date: 5/31/2019 N9296N Airframe log			HOBBS TIME: 2544.1	AFTT: 2544.1
Install new main battery P/N: Gill 7243-14 serial number: G03044891. Ran engine checked electrical system for proper voltage with and without applied electrical load, voltage under all conditions check satisfactory.				
 James Salter A&P 3201359 IA				
Total To Carry Forward				

Registration No. _____

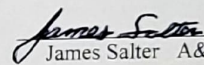
and Remarks	Signature	Certificate No.
Date: 8/2/2019 N9296N Airframe log		HOBBS TIME: 2545.6 AFTT: 2545.6
Perform 100 hour/ Annual inspection I/A/W Piper PA32R-301T service manual. Inspect wheels, brake linings, calipers and rotors, clean and repack all wheel bearings with grease. Removed right main tire and inter tube, installed new 6.00 x 6 8 ply Condor tire P/N: 072-317-0 and Aero Classic inter tube P/N: GL-6020B. Checked all fluid levels and serviced as needed. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls and landing gear lube points. Check all lights, all lights check good. AD 84-26-02 paper induction air filters/ C/W by replacement of air filter with new Donaldson air filter P/N: P151936, next 500 hour replacement due at hobbs time 3045.6, or 3 years. C/W AD 2015-19-07 External fuel injector lines I/A/W paragraph (e)(1)(ii), and Lycoming MSB NO. 342G, no defects found. Oxygen cylinder hydrostatic test/inspection P/C/W (see log entry 6/26/2018), next due June-2023. Inspect and test ELT in accordance with FAR 91.207(d), and was found in compliance thereof, ELT battery due AUG 2021 . All applicable reoccurring and new AD's checked and complied with up to this date of 8-2-2019. See AD compliance list with the aircraft records for details. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of August 2, 2019.		
 James Salter A&P 3201359 IA		

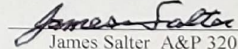
AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	TOT	TRIP		
Date: 2/2/2020	N9296N Airframe log		HOBBS TIME: 2592.4	AFTT: 2592.4
<p>50 hour Engine oil and filter change, Install new oil filter Champion CH48110-1 service with 11 quarts of Aeroshell W100 Plus aircraft engine oil, cut open oil filter no abnormal debris noted. Oil sample sent to Blackstone Labs for analysis. Removed left magneto p/n: 6361 s/n: 09061483 and right magneto p/n: 6360 s/n: 09021722 for inspection and repair performed by Aero Accessories Repair station: XB2R286L see FAA Form 8130-3 W.O. # 49147 and 49148 in the aircraft records for details. Install the above previously removed magnetos, timed both mags to engine at 20 degrees BTDC. Performed differential compression check : #1: 76/80 #2: 74/80 #3: 74/80 #4: 74/80 #5: 74 /80 #6: 74/80. Cleaned and gapped all spark plugs, tighten rocker drain tube hose clamps and rocker covers to specifications. Ran engine checked for leaks, none noted. Checked mag drop, found satisfactory.</p>				
 James Salter A&P 3201359 IA				

Date: 2/24/2020	N9296N Airframe log		HOBBS TIME: 2609.9	AFTT: 2609.9
<p>Remove left and right fuel caps, replaced with new locking fuel caps. Left and right locking fuel cap(s) (qty: 2) Piper p/n: 654-572, batch 7365342697.</p>				
 James Salter A&P 3201359 IA				

Registration No. _____

Date: 9/1/2020	Aircraft N9296N	Aircraft Log: Lycoming Model: TIO-540-AH1A	Serial: L-9901-61A
Engine Total Time (since new): 2609.9 TSMO: 737.5			
Removed Engine Lycoming Model: TIO-540-AH1A Serial: L-9901-61A from service on Aircraft N9296N this date of September 01, 2020.			
 James Salter A&P 3201359 IA			

Date: 2/23/2021	N9296N Airframe log		HOBBS TIME: 2609.9	AFTT: 2609.9
<p>Installed Lycoming Rebuilt Engine Part Number: RENPL-9813 Engine Model: TIO-540-AH1A Serial Number: RL-11344-61A TSMO: 0, I/A/W Lycoming Installation Check List Form No. - 2206 and Piper PA32R-301T Service Manual. Replaced all hoses firewall forward (excluding air conditioner compressor hoses). Right and left side engine oil coolers sent to Pacific Oil Cooler Service, Inc. for overhaul. Propeller Governor sent to Truespeed Aero Governors, Inc. for inspection and repair, Hartzell propeller sent to Golden State Propeller for inspection and repair: disassembled, cleaned, new seals installed. Installed all of the above repaired or overhauled Items on the engine, **See all Form 8130-3 and other documents for details provided in the aircraft records. Installed all new Engine Lord Mounts p/n: J9613-12 qty2, p/n: J9613-19 qty 2. Installed new Hartzell Starter p/n: 149-24PM s/n: HU020428. Installed new Donaldson Air filter p/n: P15-1936, next 500 hour replacement due at hobbs time 3109.9, or 3 years (2/23/2024). replaced hose clamps as needed, Replaced all old Scat ducting with new. Drained preservative oil I/A/W Lycoming provided installation checklist. Installed new Champion CH48110-1 oil filter, Add 12 quarts of Aeroshell W100 aircraft engine oil. Adjust magneto to engine timing @ 20 degrees BTDC. Ran engine checked for leaks, no leaks noted.</p>				
 James Salter A&P 3201359 IA				

AIRCRAFT LOG

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

Date: 07/12/2021 Reg. N9296N Make: PIPER Model: PA-32R-301T S/N: 3257013

LH AND RH AILERONS

Were painted

According with customer approved.

The following paints was applied to the Ailerons

Base Color: WHITE (was matched)

Checked control balance in accordance with manufacture's specifications
And found to be within limits after painted.

Sign *[Signature]* A-3891275

T&P Aero Refinishers 230 Skyway Blvd - Salinas, CA 93905 (831.422.6158)

Total To Carry Forward



Date: 7/21/2021 N9296N Airframe log

HOBBS TIME: 2610.6 AFTT: 2610.6

Remove left and right ailerons, Installed new ailerons and hardware. Left aileron Piper p/n: 38650-008 Rev. Z s/n: 10859365888, Right aileron Piper p/n: 38650-007 Rev. AA s/n: 05172194960. Removed left and right aileron push rod end bearings, installed new rod end bearings qty: 2 p/n: 452-335 and qty: 2 p/n: 452-336. New hardware part numbers: qty: 4 AN3-7A bolts, qty: 2 AN3-10 bolts, qty: 2 AN3-11A bolts, qty: 4 MS20365-1032C nuts. Replaced washers and cotter pins as needed. Rigged aileron controls Reference material: Piper Airplane PA32R-301T Service Manual. See logbook entry date 07/12/2021 for details regarding painting and balance check of left and right ailerons by T&P Aero Refinishers. Piper Mandatory Service Bulletin Number 1216B C/W by Option I New Ailerons replacement, which is considered Terminating Action per Part III. Weight and Balance records updated.

[Signature]
James Salter A&P 3201359 IA

I CERTIFY THAT THE ALTIMETER, ALTITUDE REPORTER, TRANSPONDER AND STATIC SYSTEM TEST REQUIRED BY F.A.R 91.411 LA.W. F.A.R. 43 APPENDIX E&F HAVE BEEN PERFORMED, THE ALTIMETER(S) HAS BEEN TESTED TO 25,000 FT DATE 3 Aug 2021
SAN LUIS AVIONICS REPAIR STATION #ZS5R2200
FILED UNDER INVOICE # 18535

INSPECTOR *[Signature]*

Performed by



TACH=2610.9 N# 9296N

I CERTIFY THAT THE TRANSPONDER TEST PER F.A.R. 91.413 HAS BEEN COMPLETED. SAN LUIS AVIONICS REPAIR STATION #ZS5R2200. FILED UNDER INVOICE# 18535 DATE 3 Aug 2021

INSPECTOR *[Signature]*

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

Date: 8/4/2021 N9296N Airframe log HOBBS TIME: 2610.9 AFTT: 2610.9

Perform 100 hour/ Annual inspection I/A/W Piper PA32R-301T service manual. Inspect wheels, brake linings, calipers and rotors, clean and repack all wheel bearings with grease. Replaced all right and left MLG brake linings (8) p/n:RA066-06200 on both MLG. Checked all fluid levels and serviced as needed. Aircraft jacked, performed landing gear retraction extension and emergency extension test, all checks good. Lube all flight controls and landing gear lube points. Install new main battery P/N: Gill 7243-14 serial number: G03103927. Ran engine checked electrical system for proper voltage with and without applied electrical load, voltage under all conditions check satisfactory. Replaced left and right landing lights with new qty: 2 p/n: 01-0771833-20 and Taxi light qty: 1 p/n: 01-0771833-25. Check all lights, all lights check good. Replaced pilot's and co-pilot's overhead vent louver assembly with new qty: 2 p/n: 473-700. AD 84-26-02 paper induction air filters/ P/C/W by replacement of air filter with new Donaldson air filter P/N: P151936, next 500 hour replacement due at hobbs time 3109.9, or 3 years (2/23/2024). C/W AD 2015-19-07 External fuel injector lines I/A/W paragraph (e)(1)(ii), and Lycoming MSB NO. 342G, no defects found. C/W AD 2013-02-13 Inspected Stabilator control cables per Piper SB 1245A, no defects noted, next inspection due in 2000 hours or 7 years. Next due at AFTT 4610.9 or year 8/2028. C/W AD 17-14-04 installed new hoses (TSO-C53a Type D) at engine change, see log entry date 2-23-2021. Oxygen cylinder hydrostatic test/inspection P/C/W (see log entry 6/26/2018), next due June-2023. Inspect and test ELT in accordance with FAR 91.207(d), and was found in compliance thereof, **ELT battery due AUG 2021**. All applicable reoccurring and new AD's checked and complied with up to this date of 8-4-2021. See AD compliance list with the aircraft records for details. I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in Airworthy condition on this date of August 4, 2021.

James Salter
James Salter A&P 3201359 IA

Registration No. _____

and Remarks	Signature	Certificate No.
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Date: 9/12/2021 N9296N Airframe log HOBBS TIME: 2611.4 AFTT: 2611.4

Removed engine cowling, removed Stop Assembly Nose Gear install new Stop Assembly Nose Gear Piper part number: 37970-005. Placed aircraft on jacks, retracted gear, adjusted nose gear up stop I/A/W Piper PA-32R-301T Airplane Service Manual, Pages 3D15, 3D16, extended gear. Performed several gear retract/ extend tests including emergency extension tests, gear function checks good. Aircraft fully serviced with fuel and engine oil as required for servicing landing gear struts properly. Added nitrogen to nose and main landing gear struts (Piper Airplane Service Manual Ref. pages 1G13 through 1G16), reinstalled engine cowling.

James Salter
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Date: 10/22/2021 N9296N Airframe log HOBBS TIME: 2611.4 AFTT: 2611.4

Removed ELT battery, installed new ARTEX battery ELT110-4 P/N: 452-0130 REV. R, S/N: 39-2749-007. Inspect and test ELT in accordance with FAR 91.207(d), and was found in compliance thereof, **ELT battery Due: DEC / 2024**.

James Salter
James Salter A&P 3201359 IA