

N13839

1970 Piper Turbo Aztec D

Airframe Logbooks #2 of 2 (1991 - Current)



MSN: 27-4480

Prepared by the worldwide aviation specialists at RidgeAire, Inc.

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AIRFRAME
MAINTENANCE
RECORDS**

N13839



AIRFRAME MAINTENANCE RECORDS

Log No. 2

Aircraft Registration No. N13839

Aircraft Mfg. PIPER Model PA 23-250 Serial No. 27-4480

Engine Mfg. LYCOMING Model T10-540-C1A Serial No. L-1532-61 LEFT
Engine Mfg. LYCOMING Model T10-540-C1A Serial No. L-1533-61 RIGHT

LEFT
Propeller Mfg. HARTZELL Model HC-E3YR-2AFT Serial No. DJ12273B
Hub Design No. FC 7663-2R Hub Serial No. J71018
Blade Design No. - Blade Serial No's J71018,
J71011, J71010

RIGHT
Propeller Mfg. HARTZELL Model HC-E3YR-2AFT Serial No. DJ12274B
Hub Design No. FC 7663-2R Hub Serial No. -
Blade Design No. - Blade Serial No's J71013
J71015, J71017

(All applicable information must be filled in)

**AERO
TECH PUBLICATIONS INC.**
P.O. BOX 6005/FREEHOLD, N.J. 07728
(908) 462-5330

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
4-25-91			INSTALL IN A/C NEW KING KMA 24 S/N 32879, KX155 S/N 7282, KING KI 209 S/N 57132, KN 64 S/N 22549, KR 86 S/N 31396, KA 420 S/N 45593, KT 76A S/N 83490. REPLACE ENCLON WITH APOLLO P/N 428-2003 S/N M832 (USED), REPLACED DEFECTIVE TURN COORDINATOR WITH NEW EX. P/N 1394T100-72 S/N 9012-100 FOR DETAILS SEE 337 WT + BAL EQ LIST.
			NEW F.W. 3370.23 LB NEW CG 90.04 NEW MOMENT 303442.48 NEW U.L. 1829.77 LB.
			PRAGG AVIATION ELECTRONICS, INC. Craig Airport JACKSONVILLE, FLORIDA , FAA App oved Repair Station #2027
			TRX. MOD. <u>KT 76A</u> S/N <u>83490</u> PERFORM BI-ANNUAL TRANSPONDER CHECK AS REQUIRED BY FAR 91-172. UNIT COMPLYS WITH FAR 43 APPENDIX F. BRAGG AVIATION ELECTRONICS JAX. FL FAA 2027 <u>JM</u> DATE <u>4-25-91</u>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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4-25-91			RECENTLY ALTIMETER P/N 5934PA-1. S/N 9E388 TO 35000 FT 4-16-91 BRAGG AVIATION ELECTRONICS, INC. Craig Airport JACKSONVILLE, FLORIDA FAA App oved Repair Station #2027
			I CERTIFY THAT THE STATIC PRESSURE SYSTEM, EACH ALTI- METER INSTRUMENT, AND EACH AUTOMATIC PRESSURE ALTI- TITUDE REPORTING SYSTEM TESTS AND INSPECTIONS REQUIRED BY FAR 91.171 HAVE BEEN PERFORMED. THE STATIC PRES- SURE SYSTEM WAS TESTED 4-25-91. THE ALTIMETER INSTRUMENT(S) WAS TESTED TO 35000 FEET 4-16-91. THE AUTOMATIC PRESSURE ALTITUDE RE- PORTING SYSTEM WAS TESTED TO 35000 FEET DATE 4-25-91. BRAGG AVIATION ELECTRONICS JAX, FL FAA 2027 JAX 31358455
6-11-91	2027		Reassembled LT, RT and nose gear struts, Repushed Torque links on LT, RT and nose gear. Replaced EKT Battery next Repl. Due 5/93. Replaced wheel bearings and races in nose and left wheels. Replaced Brake hoses on LT RT gear. Reassembled nose and RT main gear hydraulic actuator. Reassembled Brake master cylinders, Replaced Heater fan motor/blower Assy. Replaced Rotating Beacon Assy. Replaced Rear Cargo door seal. Serviced Hydraulic system, Lubed ACET. I certify that this aircraft has been inspected in accordance with an annual insp and was determined to be in an airworthy condition Ronald C. Cline JAX 31358455

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MAINTENANCE RELEASE

COMPONENT ART - SERIAL NO. 912 388

PART / MODEL NO: 5934PA -1

☐ Overhaul ☐ Repair ☒ Functional Test ☐ New

The Aircraft Appliance identified above was overhauled, repaired, functional tested or is new as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under

Work Order #

2351

Date

4-16-91

Authorized Signature

L. B. Neff

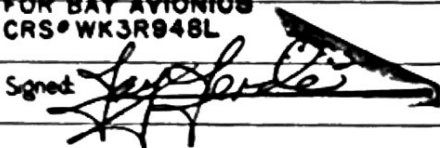
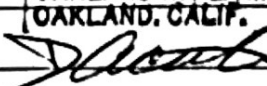
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
8-591			INSTALL IN A/C USED 3IN STORMSCOPE SYSTEM Model WX10-A - Pros S/N ROP 05501157 IND. S/N ROP 05501157 ANT S/N 1939. For details See WT & Bal 337.
			NEW E.W. 3379.93 LB NEW Mom 305078.33 NEW CG 90.27 NEW U.L 1820.07 LB
			BRAGG AVIATION ELECTRONICS, INC. Craig Airport JACKSONVILLE, FLORIDA FAA Approved Repair Station #2027
9/9/91	2038.6	ACFT TT.	Installed MT-PO-AIRC INTERNAL 24 GAL. AUX FUEL TANKS ON EACH WING TIP I/AW STC 1480 WE, DRAWING # 11055, SD 1018 & SD 1025. INSERTED FLIGHT MANUAL Supplement, Revised PERMANENT LIST, Revised WT & Balance DATA. See FHA Form 337 this DATE 9/9/91 NEW E.W. 3404.93 LB NEW Mom. 307778.33 NEW CG. 90.45 " NEW U.L 1795.07 LB Randy L. Camer AP 33586855A
			SUB-TOTAL this page
2038.6			TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
6/2/92	TT 2090.0	1E TACH 2101.4, RE 2088.9	CLW 100 HOURS/ANNUAL INSPECTION PER PIPER INSPECTION REPORT #230205. INSPECTED & Lubricated Bearings, Replaced vacuum Regulator Filters, Hyd Filter, Serviced Hydraulic Backup Reservoir, Replaced O ₂ Filter port, serviced O ₂ , Replaced Landing & Taxi Light Bulbs, clw landing gear retract Test. ELT BATTERY DUE 5/93. AD's checked then 92-07 I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I/A/W AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION <i>David Rose</i> MP33588551A (SEE AD LISTING IN BACK of Log Book)
7-1-93	T.T. 2147.0 Corr TT 2143.3	LT TACH 2154.7 RT TACH 2141.6	I CERTIFY THAT THIS AIRCRAFT HAS BEEN insp I/A/W AN ANNUAL insp & WAS DETERMINED to be in an AIRWORTHY condition. NEW BL/BAT. INSTALLED DUE REPL. @ 1-95 ——— <i>David Rose 141TH086</i>
10/21/94	2144.2		ALTITUDE/STATIC AND ALTITUDE REPORTING EQUIPMENT SYSTEMS HAVE BEEN TESTED AND INSPECTED PER APPENDICES E AND F OF PART 43, AS REQUIRED BY FAR 91.411 CALIBRATED TO 30,000' DATE 10/21/94 SIGNED _____ BAY AVIONICS, FAA CRS #WK3R948L HANGAR 3, OAKLAND INT'L AIRPORT OAKLAND, CALIFORNIA 94614 MANUALLY HAVE BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF PART 43 I.A.W. FAR 91.413 DATE 10/21/94 W.O. # 64380 SIGNED <i>[Signature]</i> BAY AVIONICS, FAA CRS #WK3R948L HANGAR 3, OAKLAND INT'L AIRPORT OAKLAND, CALIFORNIA 94614

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TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			Oct 25, 1994 Piper PA23-250 John G. Deaton The existing 52 D54 Directional Gyro, KI-209 VOR/ ILS Indicator, KR-86 ADF Receiver, and KA-42B ADF Antenna were removed from this aircraft. A Bendix King KCS-55A Compass System with KG-102A Gyro, KI-525A HSI Indicator, KA-51B Slaving Accessory, and KMT-112 Flux Valve, a KR-87 ADF Receiver, KA-44B ADF Antenna, KI-229 RMI Indicator, KN-72 VOR Converter, KA-57 Autopilot Adapter, ILMorrow 428-0014 Altitude Alert Indicator, Comant CI 401-3KIC GPS Antenna, KA-33 Cooling Fan, and a Northern Airborne Technology RS08 switching relay and a Ground Clearance / Emergency Radio Master were installed in this aircraft. This installation was conducted in accordance with Bendix/King Installation Manuals 006-00111-0005, 006-00184-0004, 006-00192-0002, 006-00142-0001, 006-01069-0003, Northern Airborne Technology RS08 Installation Manual Rev. 2.0, ILMorrow ALTL TRAK Installation Manual 560-4019A Rev 1 Comant Installation Instructions A010001 Rev A, A010028, and within the guidelines set forth by FAA AC 34.13-1A chapter 11 and AC43.13-2A chapters 2 and 3. Also reference Bay Avionics Inc. Work Order 63568 and Field Approved FAA form 337 dated 10-28-94. -----END-----
			FOR BAY AVIONICS CRS# WK3R948L Signed 
			Performed Compass swing
10/25/94	2144.2		N = +1 S = S WO: 63568 030 = +1 210 = -0- 060 = +1 240 = -0- E = +1 W = W 120 = +1 300 = -0- 150 = -0- 330 = +1 BAY AVIONICS FAA CRS WK3R948L OAKLAND INT'L AIRPORT OAKLAND, CALIF. 

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2144.2

TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
11-26-94	2117.9 TT 2144.9	LT. ENG. 2156.6 RT. ENG. 2142.6	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSP 1/A/W AN ANNUAL INSP & WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION — <i>David Rose 1A1819086</i>
11/25/94	correct		
11-25-94	2144.9		Left Engine 2156.3 Right Engine 2143.3
6-12-96	2178.2	RT 2178.3 LT 2189.2	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSP 1/A/W AN ANNUAL INSP & WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION — <i>David Rose 1A1819086</i>
I certify that the Altimeter, Static System, & Altitude Reporting tests required by FAR 91.411, and the Transponder tests required by FAR 91.413 have been performed IAW FAR 43 App E & F. Altimeter tested to <u>25000</u> Ft. N <u>13839</u> IAW FAR 43 App E on <u>23 OCT 06</u> Signed <u>J. Shuffert</u> Date <u>23 OCT 06</u> Northcoast Services db WR3R95SL Time <u>2214.32</u> L. MCH			
7/1/1997			WHEEL AND BRAKE CONVERSION PERFORMED IN ACCORDANCE WITH PIPER SERVICE KIT NUMBER 74-180 CONVERTED WHEEL TO NUMBER 55-785 CONVERTED TO 2 WHEEL NUMBER 55-101 07-01-1997
			N13809 REMOVED FROM FLIGHT STATUS JULY 01, 1997
7/1/1997	2210.4	2210.4	A/C Removed from service
11/24/98	2210.4	2210.4 LT 2199.5	November 24, 1998 Piper PA23-250 John G Deaton Four fuel sending units replaced Left outboard sender serial # 1005 part # 33855-004 left inboard sender serial # 1034 part # 7740-37 right inboard sender serial # 1016 part # 7740-37 right outboard sender serial # 1007 part # 33855-004 Piper part # outboard 548-876 inboard 548-020 fuel tank gaskets replaced during installation tank bladders inspected appear to be excellent fuel indicators (cockpit instrument panel) replaced as required with new senders Stewart Warner gauges part # 6246-00601 part # 687-278 Gauges check and certified for level accuracy all within 5% <i>Paul A. Ryan</i> APP 554670617 IA
Log time update.			
11/1/2007	2213.8		

2213.8

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2213.8

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MAKE: Piper
MODEL: PA23-250
S/N: 27-4480
REG NO: 13639
WORK ORDER: 11978



Mangon Aircraft, Inc.

501 Sky Ranch Drive
Petaluma, CA 94954-3908
Phone: (707) 765-1848

DATE: 11/1/2007
A/C TSN: 2213 B
TACH: 2213 B

DATE

11/1/2007

AIRCRAFT

Returned

TO

Flight

STATUS

ON

11/01/2007

Airframe Entries

Annual Inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-I, Inspection Report, Items D. Thru I. See Following corrected discrepancies... FAR91.207 (d) ELT Inspection and Testing complied IAW AC43-13-1B, Sec. 12-22, a thru f. New ELT battery MN1300 installed, replacement date: 11/08. Test due again 11/07... FAR 91.411 Altimeter, Static system & Altitude Reporting (IFR) and 91.413 Transponder Tests, completed, within limits. See attached certification (Northcoast Services)... Aircraft record review completed, current AD listing completed and items requiring FAA 337's completed... Fuel Caps, 4 each installed. Aero Fabricators Pn. E-333-400, FAA-PMA, PEL AF-100-PEL... ACK Technologies ELT, Pn. E-01, Sn. 00628, FAA TSO C91a, Class AF installed in existing ELT support. Remote switch installed to left side forward panel in clear view of pilot. Added to equipment list... FAA 337 submitted for Whelen Pn. A413A, HDA-CF wing strobe light installation, and replacement of tail beacon with Whelen HR CFA-14/28, Sn. 02981 self contained strobe. (Wt. of removed unit 1.51, weight of installed unit 1.5. Inspection and operation was normal... FAA 337 submitted for Engine Pre-Owner, installation. Wt. & Balance on scales was completed. Add to equipment list... FAA 337 submitted for Whelen Strobe Wing Light Wing installation and Rudder self contained Strobe. STC in records Wt. & Balance completed on scales... FAA 337 submitted for Electronic Tachometer installation. STC SA006211A. Wt. & Balance will be on scales... FAA 337 submitted for Brackett Air Filter BA8610 installation. STC in records. Wt. & Balance will be on scales. Add to aircraft equipment list... FAA 337 submitted for Rosen Sun Visor installation. Wt. & Balance will be not be required. Added to equipment list... FAA 337 submitted for Battery Box Modification installation STC SA4008NM. and Copper battery cables. STC SA3531NM. Wt. & Balance will be completed on scales... FAA 337 submitted for One Piece Windshield SA585GL LT & RT side windows STC731GL. Installation of Lt. wside windows, Pn. 2083-LH, 2083-RH and 2 ea. 2084 rear L&R... FAA 337 Field Approval submitted for Lt. & Rt. Engine compartment, Oil Filter and Chip Detector installation. Installation to aircraft using ADC STC SA4172NM procedures for PA24-250, only changes made to allow for proper hose and mounting bracket support and clearance. FAA 337 submitted for installation to IO-540 engines Lt. & Rt. for installation of ADC Oil Filter adapter... FAA 337 submitted for MastenProducts, Inc. On-Board Engine analyzer. STC SA1532GL. Installation inspected and meets the requirements of the installation instructions. Supplement to Pilot Operating Manual completed... FAA 337 completed for Bob Fields Inflatable Door Seal STC SA4237WE, 09/25/80. Installation and operation in accordance with instructions... FAA 337 submitted for propeller installation on Lt. & Rt. side. FAA 337 Field approval submitted for conversion of 2 wire slip ring to 3 wire system for de-ice system... Installed new propeller control cables for both propeller governors. Adjusted travel to hit stop. Operational check satisfactory... Brake system for right side purged of air and system bled. Reservoir serviced with hydraulic Mil-H-5606A. Leak and ops check good... A.D. 80-18-10, 09/08/80 Fuel Valves. Complied with Para. (b), (1), 100 Hrs. interval,

Recurs again 100 Hrs. at 2313.0 TT. and (c), (1) PCW at 1644.0 Hrs. Recurs at 2644 Hrs... Drains, A.D. 88-21-07R1, 9/22/89, Fuel Vent, Drains, Complied with Para. (a), per SB 340, pressure check and clear vent lines. No defects noted. Inspection due again in 12 months... A.D. 93-06-02, 5/12/93, Fuel Leakage Met-Co-Aire, Complied with Para. (a), installed new hoses as supplied by Met-Co-Aire. (Stratoflex)... A.D. 96-21-02, 12/10/96, Hydraulic Hoses Comply with Para. (a), installed new hoses... A.D. 2004-25-16 R1 Eff. 06/20/2005 Prevent failure of the heater fuel regulator shutoff valve (every 100 hours or 12 months). Note Heater time prior to new Hobbs meter is established at 1/2 total aircraft time of 1107. Due again at 100.0 Hrs heater hobbs or 11/31/08... A.D. 2004-21-05, Eff. 11/19/2004, Prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters. Complied with Para. (e), (1), (i) pressure decay satisfactory, no leaks noted & (ii) pressure switch operation normal. Due again at Heater Hobbs 100. Hrs or 11/31/07. Note Heater time established at 1107.0, 1/2 aircraft total time... A.D. 2005-01-10, 02/22/05, Not applicable to installed Lyc. TIO Pn LW13928 installed... Aileron left aft and forward control rod ends replaced. Travels checked within limits per Piper maintenance manual chapter 1J13, table V-1. Cables tensioned to 40 lbs per table V-1... Nose gear scissor attach points torqued and safetied... Flap panel on left and right side inboard attach point bearings. Ops check good... Emergency CO2 bottle replaced. Weight is 137 grams... Installed new aft door hinge on right main gear. Operational and rigging check satisfactory... Installed new rivets in left flap rib... Main gear right side scissor hardware torqued and safetied... Parking brake valves removed, cleaned, inspected and re-sealed. Leak and ops check good... Data tag on empennage installed... Removed Lt. and Rt. stabilator. Pressed out old bearings and races and installed new bearings and races. Installed bearing block and torqued hardware to 190 in. lbs. Cleaned and inspected torque tube. Checked fit of new bolts and holes. Required Zinc Chromate wet. Installed Lt. and Rt. stabilators and torqued hardware to 80 in. lbs. Checked travels within limits per table V-1 and cable tension set to 30 lbs... Nose compartment ampere meter removed and installed inspection panel... Cigarette lighter wiring in instrument panel removed and replaced with aircraft 14 gauge wire. Power wire installed and routed to cabin heat circuit breaker and ground wire to aircraft, done per Figure 11-75 of the Piper maintenance manual. Ops check good... Stabilator trim control rod adjusted and jam nut tightened. Travels checked within limits per Piper maintenance manual chapter 5-24, figure 5-5. Hardware tightened and safetied. Ops check good... Installed customer supplied wiring harness for left propeller heater. Operational check good... Installed customer supplied wiring harness for right propeller heater. Operational check good... Alternator noise filters removed by others and replaced with Amerking AK-950, Lt. Sn. 483249 and Sn. 483248 Filter are FAA PMA TSO -C71 and acceptable for installation in place of OEM filters... Engine Lt. RT FloScan sender wires cut, sender aft fuel line disconnected protective fire sleeve installed wires routed thru sleeve torqued fuel line installed quick disconnects for wires... Engine left alternate air control door rigged for stop to stop operation... Engine starters installed new Lt. MZ-6222, 12V, Sn. E053315 and Rt. MZ-6222, 12V, Sn. E062743. Ground operational check was satisfactory... Engine left throttle control rod end at servo adjusted for stop to stop operation. Ops check good... Engine left mixture control rod end at servo adjusted for stop to stop operation. Ops check good... Engine left vacuum out line replaced... Engine right electric fuel pump removed. Pump cleaned. Fuel inlet packing replaced. Leak and ops check good... Nose gear door actuator extend fittings replaced. Gear swung through 5X times normal operation. Leak and ops check good... Nose gear hydraulic line fitting torqued... Installed nuts & washers on left propeller de-ice terminals on ring gear to obtain correct thread engagement... Installed nuts and washers on right propeller de-ice terminals on ring gear to obtain correct thread engagement... Engine right alternate air control door cable routed correctly. Lubricated control and rigged for stop to stop operation... Engine right vacuum out line replaced... Engine right throttle control rod end at servo adjusted for stop to stop operation. Ops check good... Engine right mixture control rod end at control quadrant adjust for more travel. Stop to stop operation check good. Hardware safetied... Inspected installation of Engine Heaters in accordance with Reiff Corp. FAA PMA PQ2585CE... Oxygen cylinder removed, hydrostatic checked and regulator overhauled by. CRS LOJR785Y. Installed and serviced with O2 to 1850... Stabilator trim bushing installed. Travels check within limits... Inspected Cleveland Conversion Kit, 193-63, Installation of 30-96, 164-57 and 166-74 in accordance with Procedures, of 193-63... Profiled nose landing gear doors to fair. Adjusted all gear door rod ends for correct fit. Operational check satisfactory... Tightened nuts on nose landing gear drag brace lower attach point and safetied... Tightened landing gear main drag braces lower nut and safetied. Tightened left main landing gear torque link nuts and safetied... Struts serviced with hydraulic fluid and nitrogen per Piper maintenance manual chapters 2-53 and 2-56. Leak and ops check good... Co pilot Lt. master cylinder removed, cleaned, inspected and re-sealed. Cylinder installed and safetied... Rudder trim control system rigged per Piper maintenance manual chapter 5-40. Travels and cable tension set to within limits per table V-1... Engine left oil filter cleaned... Part supplied... Weight and balance on aircraft complied with per aircraft TCDS's information section VI-Model PA23-250, 6 PCLM (Normal Category)... Main gear retraction test complied with by gear swing 5X times normal operation and 2X times emergency extend. Brake line and clamp re-positioned for clearance of inboard gear door control arm. Ops check good... Brake system for both left and right sides purged of all air and serviced with hydraulic fluid. Leak and ops check good.

AIRCRAFT GROUND OPERATED, ALL SYSTEMS CHECKED NORMAL.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO IN AIRWORTHY CONDITION.

DATE: 11/1/2007

SIGNED:

Work Order: 11978

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO OF PERSON PERFORMING WORK
	2213.8		TOTAL brought forward from previous page
11/1/07	2213.8	2213.8	A.D. 2003-09-13, 06-23-03 Flap Tangle Tube. N/A till 2,500.00
11/1/07	2213.8	2213.8	on 06/23/03 whichever is later. Walter M. Fritz A1540369
01/18/2009	2233.64	2233.64	INSTALLED REIFF CORP. ENGINE HEATERS, FAA-PMA & PMA 258CE, IN ACCORDANCE WITH INSTALLATION INSTRUCTIONS

DATE: 1-18-2007
HR. MTR. 2233.64
TOTAL TIME: 2233.64

FRITZ AVIATION SERVICES LLC
465 AIRPORT ROAD
FREDERICKSBURG, TX 78624

N13839

Removed Right M/L/G strut and replaced Bearing p/n 31780-00, O-Ring p/n 484-831, O-Ring p/n 484-734, Packing p/n 187-652, Washer p/n 31773-000 and Ring p/n 752-815. Reinstalled strut and serviced with 5606 hyd. oil and charged with nitrogen.

I certify that this Aircraft has been repaired and inspected in accordance with current FAA regulations and is approved for return to service for work performed.

Joe Fritz
Joe Fritz, A&P 5725253961A

MAKE: Piper
MODEL: PA23-250
S/N: 27-4480
REG NO: 13839
WORK ORDER: 12695



Mangon Aircraft, Inc.
501 Sky Ranch Drive
Petaluma, CA 94954-3908
Phone: (707) 755-1848

DATE: 4/8/2009
AC TSN: 2265.06
TACH: 2265.06

Airframe Entries

Annual inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-L, Inspection Report, Items D. Thru. I. See Following corrected discrepancies. FAR91.207 (d) ELT Inspection and Testing complied I/A/W AC43-13-1B, Sec. 12-22, a. thru f New ELT battery installed, replacement date: Mar. 2011 Test due again Mar. 2010. Battery complied with Manufacture capacitance check for annual certification. Removed battery, cleaned, inspected, charged for two hours, performed capacitance test, recharged to specifications, service and installed. Battery at 95%. Due again 4/2010. Vacuum central and relief filters replaced I/A/W Airborne Service Letter 59A. Fuel pump left Pn. 33959-3, Sn. 1104845 with electric motor Pn. 8850-5 removed. Fuel pump Right Pn. 33959-3, Sn. 0105851 with electric motor Pn. 8850-5 removed. Pumps repaired by CRS # YPGR715L Dated 3/5/2009 see work order # 17185 & 17186 respectively. Installed pumps in original locations. Operation and leak check satisfactory. Engine fuel flow Fio Scan transducers removed per customer request. New length TSO'd hoses installed. MLG struts completely serviced with hydraulic fluid and nitrogen per Piper maintenance manual chapter 2-53. Propeller control rod ends at governors adjusted to match up controls. De-ice boot left wing glued in place. Elevator trim and rudder trim barrels cleaned and lubricated per customer request. Hydraulic line for right main gear up cycle in cabin removed and replaced. Gear swung through 2X times normal operation. Leak check good. A.D. 80-18-10 Eff. 09/08/80 Piper Fuel Selector valve inspection complied with by visual and operational inspection as per Par (b), sub. sec. (1) and (2), amendment 39-3903. Fuel selectors both left and right sides removed, cleaned, inspected and re-sealed. Leak and ops check good. Due again in 100 hours at 2976.9 hours. A.D. 88-21-07 R1 Fuel filler compartment vent lines complied with by regulating air pressure into lines. Lines not block and they hold pressure. Next inspection due on 4/2010. A.D. 2003-14-03 Textron Lycoming / Crane / Lear Romec fuel pump torque check inspection complied with I/A/W Lycoming Service Bulletin 529B. Next inspection due in 50 hrs. at 2315.08. A.D. 2003-14-03 Textron Lycoming / Crane / Lear Romec fuel pump torque check inspection complied with I/A/W Lycoming Service Bulletin 529B. Next inspection due in 50 hrs. at 2315.08. A.D. 2004-25-16 Eff. 01/05/2005 Prevent failure of the heater fuel regulator shutoff valve. Complied with by para. (1) & (2). Next due 4/2010 or 2365.0 which ever occurs first. A.D. 2007-28-09 Eff. 01/30/2008 Lt. Prop. Hartzell to prevent failure of the propeller blade from fatigue cracks in the blade shank radius is not applicable to model installed. A.D. 2007-28-09 Eff. 01/30/2008 Lt. Prop. Hartzell to prevent failure of the propeller blade from fatigue cracks in the blade shank radius is not applicable to model installed. A.D. 2008-13-28 Eff. 07/17/2008 Lt. Prop. To prevent failure of the propeller hub is not applicable to this engine model. A.D. 2008-13-28 Eff. 07/17/2008 Lt. Prop. To prevent failure of the propeller hub is not applicable to this engine model. A.D. 2008-14-07 Eff. 08/14/2008 Complied with by para. (j), (k), and Lycoming Engine MSB No. 342E. No discrepancies noted. Next due 2365.0 or when clamps or lines disturbed. A.D. 2008-14-07 Eff. 08/14/2008

Complied with by para. (j), (k), and Lycoming Engine MSB No. 342E. No discrepancies noted. Next due 2365.0 or when clamps or lines disturbed. A.D. 2008-19-05 eff. 10/20/2008 Eng Rt. To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies and possible engine failure caused by separation of a cylinder head not applicable this part number is not installed. Cylinders are not ECI. A.D. 2008-19-05 eff. 10/20/2008 Eng Rt. To prevent loss of engine power due to cracks at the head-to-barrel interface in the cylinder assemblies and possible engine failure caused by separation of a cylinder head not applicable this part number is not installed. Cylinders are not ECI. A.D. 2009-02-03 Eff. 02/09/2009 Not applicable due to date of overhaul of fuel injection servo, overhauled on 11/20/1990. A.D. 2009-02-03 Eff. 02/09/2009 Not applicable due to date of overhaul of fuel injection servo, overhauled on 11/20/1990. Exhaust clamp aft left engine safetied. Landing gear left main door sequencing valve adjusted to clear tire when gear is cycled. Ops check good. Chip detectors in oil drain valve removed for internal failure. Customer sent to overhaul. Chip detectors re-installed and safetied. Installed wiring for Gem 603 engine monitor for EGT CHT, and TIT. All probes installed. No gauges to install at this time. Aileron cable tension adjusted to 40 lbs. at 60 degrees F and safetied turnbuckles. Rudder cable tension adjusted to 33 lbs. at 60 degrees F and safetied turnbuckles. Oxygen system service to 1850 psi. Stabilator trim cables tensioned to 14 lbs. at 60 degrees F Turnbuckles safetied. Trim operation satisfactory. Stabilator trim indicator wire re-routed and adjusted for proper indication.

AIRCRAFT GROUND OPERATED ALL SYSTEMS CHECKED NORMAL
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO IN AIRWORTHY CONDITION

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	2265.06		TOTAL brought forward from previous page
			Calibro Avionics FAA CRS# V94R452Y 561 Sky Ranch Dr. Suite I, Hangar 18A Petaluma, CA 94954 707-775-4756 Aircraft <u>PIPER</u> Reg No. <u>N13839</u> IFR Certification An encoder, transponder, altimeter integration test was Performed as required by FAR Part 91.411 (a)(3) and 91.413(b) and found to comply with FAR Part 43, Appendix E and Appendix F. See Calibro Avionics' WO# <u>09-162</u> and Form CA 021 for details. Signed <u>[Signature]</u> Date <u>20 APR 09</u>

MAKE Piper
MODEL PA23-250
REG NO 13839
WINDY ADDED 17738



Mangon Aircraft, Inc.

501 Sky Ranch Drive
Petaluma, CA 94954-3908
Phone: (707) 765-1848

DATE 4/21/2009
A/C TSN: 2265.06
TACH: 7765.06

Airframe Entries

Engines left and right ground run-up after maintenance and inspection. Alternators paralleled per Piper maintenance manual chapter 11-95. De-ice boot regulators on left and right engines adjusted to specifications. De-ice boots operational check good.
FAA 337/Maint and Balance forms completed

DATE 4/21/2009

SIGNED

Work Order 12738

Michael Tillman, A&P 2845176 IA

Printed by EBIS 3 (datacomedia.com)

2265.06

CALIBRO AVIONICS
FAA CRS# V94R452Y
PITOT/STATIC AND ALTIMETER CERTIFICATION
I.A.W. FAR 91.413 PART 43 APPENDIX E

Customer Name: Deaton, John	Aircraft Make: Piper
Repair Order #: 09-162	Aircraft Model: PA23-250
Date: 20 Apr 09	Registration #: N13839

Altitude	Tolerance	±	Friction Tolerance	±	Pressure Alt Diff ± 25 Ft
-1000	-10	20			28.10 -1725 -1727
0	0	20			28.5 -1340 -1340
500	0	20			29.00 -865 -863
1000	0	20	10	70	29.50 -385 -382
1500	0	25			29.92 0 0
2000	+0	30	10	70	30.50 +535 +531
3000	+0	30	20	70	30.90 +900 +893
4000	+10	35			30.99 +975 +974
6000	+10	40	20	70	CASE LEAK TEST
8000	+20	60			< 100 FPM @ 18K Ft PASS
10,000	+20	80	25	80	Hysteresis Test ± 75 Ft
12,000	+20	90			@ 20 K 50% 40 40% 20
14,000	+20	100			@ 35 K 50% 40% 40%
16,000	+30	110	30	90	@ 50 K 50% 40%
18,000	+40	120			AFTER EFFECT TEST PASS
20,000	+40	130	30	100	PITOT HTR TEST PASS
22,000		140			AIRCRAFT LEAK TEST PASS
25,000		155		120	Alt Make N/A
30,000		180		140	Alt P/N N/A
35,000		205		160	Alt S/N N/A
40,000		230		180	Date N/A
45,000		255			Comp By JIM ROGERS
50,000		280		250	Inspected By [Signature]

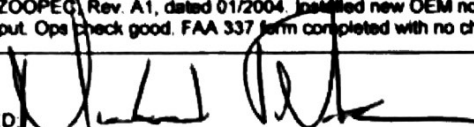
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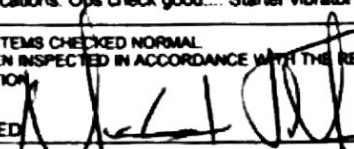
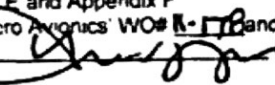
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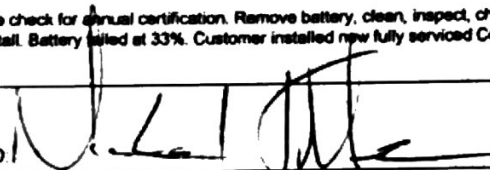
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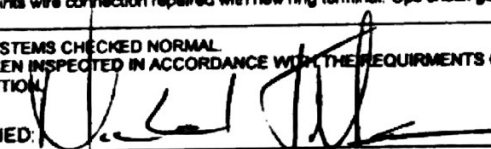
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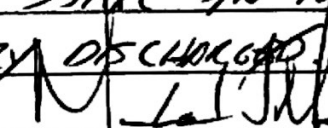
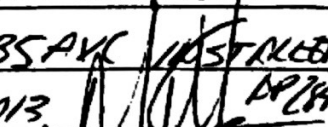
Calibro Avionics Form No. CA 021

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	2265.06		TOTAL brought forward from previous page
	MAKE Piper MODEL PA23-250 S/N 27-4480 REG. NO 13839 WORK ORDER 12795		Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone (707) 765-1848
			DATE: 5/26/2009 A/C TSN: 2276 TACH: 2276
			Airframe Entries Battery removed and replaced. Installed fully serviced G35, Sn. G02429560. Voltage regulators for main and auxiliary systems removed and replaced. Installed new Zeftronics alternator controller unit Pn. R15VON, Sn. W0F014 for main system and alternator controller unit Pn. R15VON, Sn. W0F015 for auxiliary system per FAA/STC number SA8431SW and Zeftronics installation instructions steps 1 thru 8 for Dwg. No. ZOOPEG, Rev. A1, dated 01/2004. Installed new OEM noise filters in original locations. Ground run aircraft to check voltage output. Ops check good. FAA 337 form completed with no change to weight and balance.
			DATE: 5/26/2009 SIGNED:  Work Order: 12795 Michael Tillman, A&P 2845176 IA Printed by EBis 3 (datcomedia.com)
05/26 2009	2276.0		
	MAKE Piper MODEL PA23-250 S/N 27-4480 REG. NO 13839 WORK ORDER 12847		Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone (707) 765-1848 Email: info@mangonaircraft.com
			DATE: 7/21/2009 A/C TSN: 2290.5 TACH: 2290.5
			Airframe Entries Fuel bladders (4 ea) removed and replaced with new Eagle Fuel Cells-Etc, Inc. modified bladders with a fuel drain nipple installed in the lower inboard corners of each bladder for installing STC number SA01237AT, "Piper PA-23 Fuel Cell Drain Kit Installation", IAW Piper maintenance manual chapter 9-4 removal and 9-11 installation procedures. Fuel cell senders checked for resistance. No defects noted. Leak and ops check good.
			DATE: 7/21/2009 SIGNED:  Work Order: 12847 Michael Tillman, A&P 2845176 IA Printed by EBis 3 (datcomedia.com)
07/21 2009	2290.5		
8-25-2009	2304.3		Tach Time. Removed all wing and Tail pneumatic clevis boots. Info. Cleaned all old adhesive off of surfaces. Installed new: SMA 2039-1-1 S/N 1024 left wing, SMA 2039-1-2 S/N 1029 Right wing, SMA 2039-2-1 S/N 1017 left Horizontal, SMA 2039-2-2 S/N 1016 Right Horizontal, and SMA 2039-3-1 S/N 1012 Vertical Stabilizer clevis boots. Installation performed in accordance with SMA Report 97-37-047 dated June 29, 2006. Complied with AD 2009-13-06 paragraph (e)(1) by Replacing lock assembly and all nose baggage latch springs, clevis pins, and cotter pins with new. Paragraph (e)(1) replacement near due at 2304.3 Tach Time. Paragraph (e)(2) inspection near due at 2404.3 Tach Time. Bring - 98 AP3274428
			2304.3
	2304.3		SUB-TOTAL this page
	2304.3		TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	23043		TOTAL brought forward from previous page
11/23/09			Left Tach Time 2305 41 Removed control surfaces, stripped, etched, alodined, primed, and painted the airframe using Duponts Imron system. Paint colors – White 7848U, Red M1150U, Black 535U Control surface bushings and bearings lubed. Control surfaces balanced and installed. Balance figures as follows – Ailerons (right) 4.42 in/lbs (left) 6.35 in/lbs, Rudder 49.2 in/lbs Stabilator 0.0 in/lbs using 7.5 lb test weight. Aircraft placed on jacks and a retraction test performed.
			Dial Eastern States Aircraft Painting Inc. Harrison Co Airport Cadiz Oh. (8G6) Richard Guenther AP3039613
			MAKE Piper MODEL PA23-250 S/N 27-4480 REG NO 13839 WORK ORDER 13137  Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone (707) 765-1648 DATE 9/7/2010 AC TSN 2329 99 TACH 2329 99 Airframe Entries Annual inspection per FAR 91 409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-I, Inspection Report, Items D Thru I. See Following corrected discrepancies. ELT complied with FAR 91 207 (d), inspection, battery expiration, and impact signal testing. See AC43-13-18, Sec. 12-22, a thru f ELT tested satisfactory Batteries replaced. Battery due date is 9/2012. ELT test due again 9/2011. Battery complied with Manufacture capacitance check for annual certification. Remove battery, clean, inspect, charge for two hours, perform capacitance test, recharge to specifications, service and install. Battery at 99%. Due again 9/2011. Vacuum central and relief filters replaced I/A/W Airborne Service Letter 59A. Engine air filters replaced I/A/W continued airworthiness requirements instructions per Brackett Air filter Document I-194. Engine Rt. propeller de-ice wiring harness insulation removed and replaced with customer supplied insulation. Electric boost pump Lt. removed to inspect adjustment screw seal. No defects noted. Re-installed seal, screw and tightened jam nut. Leak and ops check good. A.D. 80-18-10 Eff 09/08/80 Piper Fuel Selector valve inspection complied with by visual and operational inspection as per Par (b), sub. sec. (1) and (2), amendment 39-3903. No discrepancies noted. Due again in 100 hours at 2499 29 hours. A.D. 88-21-07 R1 Fuel filter compartment vent lines complied with by regulating air pressure into lines. Lines not block and they hold pressure. Due again 9/2011. A.D. 2004-21-05, Eff 11/19/2004. Prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters. Complied with Para. (e), (1), (i) pressure decay satisfactory no leaks noted & (ii) pressure switch operation normal. Due again 123 heater hrs. or 9/2012. A.D. 2004-25-16 Eff 01/05/2005 Prevent failure of the heater fuel regulator shut-off valve. Complied with by para. (1) & (2). Next due 9/2011 or 2329 99 which ever occurs first. A.D. 2009-13-08, effective date 7/24/2009. To detect and correct damaged, worn, corroded, or non-conforming nose baggage door components. (S B 1194A). Section (e) (2) complied with by inspection and lubrication. Brake calipers safetied with correct gauge safety wire. Oxygen bottle sent out for testing on P/O 6189. Bottle inspected after customer installation. No defects noted. Oxygen system serviced to 1850 Governor propeller Lt. Pn. F-6-5A Sn. A310T, removed and sent for overhaul. Installed overhauled unit in original location. Ground run-up completed. Adjusted governor fine pitch stop to 2550 static RPM. Ops check good. Governor propeller Rt. Pn. F6-5A, Sn. A283T, removed and sent for overhaul. Installed overhauled unit in original location. Ground run-up completed. Adjusted governor fine pitch stop to 2550 static RPM. Ops check good. Alternators Lt. & Rt. removed and replaced with National Airparts Inc. FAA PMA approved direct replacement of OEM alternators Pn. P312RM, Sn. 3361 Lt., and 3360 Rt. Belt adjusting brackets removed and replaced. Belts tensioned to specifications. Ops check good. Starter vibrator removed and replaced. Ops check good. AIRCRAFT GROUND OPERATED. ALL SYSTEMS CHECKED NORMAL. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DATE: 9/7/2010 SIGNED:  Work Order 13169 Michael T. Jones, M.P. 2845176 IA Printed by EBs 3 (datacomedia.com) Calibro Avionics FAA CRS# V94R452Y 561 Sky Ranch Dr Suite I, Hangar 18A Petaluma, CA 94954 707-775-4756 Aircraft <u>PIPER</u> Reg No. <u>N13839</u> IFR Certification An encoder, transponder, altimeter integration test was Performed as required by FAR Part 91 411 (a)(3) and 91 413(b) and found to comply with FAR Part 43, Appendix E and Appendix F See Calibro Avionics' WO# <u>11-178</u> and Form CA 021 for details. Signed  Date <u>12/14/11</u>
	2329.99		TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	2329.99	TOTAL brought forward from previous page	
MAKE: Piper MODEL: PA23-250 S/N: 27-4480 REG NO: 13839 WORK ORDER: 13651		 Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone: (707) 765-1848	
		DATE: 02 January, 2012 A/C TSN: 2374.05 TACH: 2374.05	
Airframe Entries Battery complied with Manufacture capacitance check for annual certification. Remove battery, clean, inspect, charge for two hours, perform capacitance test, recharge to specifications, service and install. Battery failed at 33%. Customer installed new fully serviced Concord 35AXC S/n.40464247 Due again 1/2013.			
DATE: 02 January, 2012		SIGNED:  Michael Tiltman, A&P 2845176 IA	
		Work Order: 13651 Printed by EBis 3 (datcomedia.com)	

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
MAKE: Piper MODEL: PA23-250 S/N: 27-4480 REG NO: 13839 WORK ORDER: 13651		 Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone: (707) 765-1848	
		DATE: 01 February, 2012 A/C TSN: 2374.31 TACH: 2374.31	
Airframe Entries Annual inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, [R860921, 08/21/86, Table III-I, Inspection Report, Items D Thru I. See following corrected discrepancies. ... ELT complied with FAR 91.207 (d), inspection, battery expiration, and impact signal testing. See AC43-13-1B, Sec. 12-22, a. thru f. ELT tested satisfactory. Batteries replaced. Battery due date is 2/2014, ELT test due again 2/2013. ... Battery complied with Manufacture capacitance check for annual certification. Remove battery, clean, inspect, charge for two hours, perform capacitance test, recharge to specifications, service and install. Battery failed at 33%. ... Vacuum central and relief filters replaced IAW Airborne Service Letter 59A. ... Alternator R/L removed and sent for repair. Alternator rotor repaired and returned to service. Installed unit in original location. Ops check good. ... Brake system R/L serviced and purged of trapped air. Main fuel tank R/L outboard contacts cleaned of corrosion and lock washers replaced. Ops check good. ... Main gear L/L door actuator removed, cleaned, inspected and seals replaced. Door actuator reinstalled. Ops and leak check good. Main gear R/L adjusted drag link center bolt and safetied. Adjusted up lock hook bolt and safetied. Gear swung through 8X times normal operation. Ops check good. ... Forward oil galley on right and left engine removed to install customer supplied Insight Instrument Corp. oil temperature probes. Installed fuel flow sensors and brackets. Repositioned fittings on fuel flow dividers. Measured and installed new fuel lines manufactured by Sacramento Sky Ranch. Connected transducer wiring. Operational and leak check satisfactory. Nose gear door hinge pins trimmed and safetied to clear strut. Ops check good. ... A.D. 88-21-07 R1 Fuel filter compartment vent lines complied with by regulating air pressure into lines. Lines not blocked and they hold pressure. Inspection due again 2/2013. ... A.D. 2004-25-16 Eff. 01/05/2005 Prevent failure of the heater fuel regulator shutoff valve. Complied with by pars. (1) & (2). Next due 2/2013 or 2474.05 hrs. which ever occurs first. ... Stabilator trim cable tension adjusted to 15 lbs. Turnbuckles safetied. ... Stabilator autopilot bridle cable tension adjusted to 20 lbs. Turnbuckles safetied. ... Installed pressure switches for new Insight G3 unit. Fit and mounted oil pressure manifold on engine firewalls. Fabricated oil pick up lines off oil filter access port. Leak and ops check good. ... Rudder trim cable tension adjusted to 15 lbs. Turnbuckles safetied. ... Engine L/L magneto L/L starting points wire connection repaired with new ring terminal. Ops check good. ... Oxygen system service to 1850 psi.			
AIRCRAFT GROUND OPERATED, ALL SYSTEMS CHECKED NORMAL. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.			
DATE: 01 February, 2012		SIGNED:  Michael Tiltman, A&P 2845176 IA	
		Work Order: 13651 Printed by EBis 3 (datcomedia.com)	

3/4/2012	2374.31	CONCORD BATTERY 35AXC S/N 40464247 REMOVED AS BATTERY DISCHARGED.	
		 A/P 2845176 IA	
7/11/2012	2374.31	CONCORD BATTERY CBRG-35AXC INSTALLED. INSPECTION DUE AT 2/2013.	
		 A/P 2845176 IA	
		S/N 40488287	
07/11/12	2374.31	Installed WHELEN LANDING LIGHT 11 July 2012 Model: PLED461L Serial No. 00800 PN 01-0790623-10 FAA-PMA wt 9.0 oz. No change in Wt & Bal	
		Installed WHELEN TAXI LIGHT 11 July 2012 Model: PLED1T Serial No. 01367 PN 010771424-15 FAA-PMA wt 5.0 oz No change in Wt. & Bal	

2374.31 SUB-TOTAL this page
 2374.31 TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH RECORDING METER TIME	SIGNATURE & CERTIFICATE NO.
07/11/12	2374.31		TOTAL brought forward from previous page
	2387.46	2387.46	PSA GREEN LED NAV BLUB INSTALLED PSA RED NAV BLUB INSTALLED 07/11/2012 No change in Wt. & Bal

DATE: 11 July, 2012
A/C TSN: 2387.46
TACH: 2387.46

Mangon Aircraft, Inc.
501 Sky Ranch Drive
Petaluma, CA 94954-3908
Phone: (707) 765-1848

MAKE: Piper
MODEL: PA23-250
S/N: 27-4480
REG. NO: 13839
WORK ORDER: 13918



Airframe Entries

Nose gear actuator removed, cleaned, inspected and re-sealed. Installed actuator in original location and safetied. Aircraft jacked and gear swung through 5X times normal operation. Leak and ops check good.

DATE: 11 July, 2012
SIGNED:
Michael Tillman, A&P 2845176 IA
Printed by EBis 3 (datcomedia.com)
Work Order: 13918

MAKE: Piper
MODEL: PA23-250
S/N: 27-4480
REG. NO: 13839
WORK ORDER: 14197

Mangon Aircraft, Inc.
501 Sky Ranch Drive
Petaluma, CA 94954-3908
Phone: (707) 765-1848



DATE: 04 June, 2013
A/C TSN: 2400.41
TACH: 2400.41

Airframe Entries

Annual inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-I, Inspection Report, Items D. Thru I. See Following corrected discrepancies. ELT complied with FAR 91.207 (d), inspection, battery expiration, and impact signal testing. See AC43-13-18, Sec. 12-22, a thru f. ELT tested satisfactory. Battery due date is 10/2016, ELT test due again 6/2014... Battery complied with Manufacture capacitance check for annual certification. Remove battery, clean, inspect, charge for two hours, perform capacitance test, recharge to specifications, service and install. Battery at 100%. Due again 6/2014. Vacuum central and relief filters replaced I/A/W Airborne Service Letter 56A... Engine air filters replaced I/A/W continued airworthiness requirements instructions per Brackett Air filter Document I-194. Main gear struts Lt. & Rt. removed, cleaned, inspected and re-sealed. Re-installed strut assemblies in original locations. Serviced with nitrogen and hydraulic fluid. No leaks noted. Ops check good... A.D. 88-21-07 R1 Fuel filter compartment vent lines complied with by regulating air pressure into lines. Lines not block and they hold pressure... A.D. 2004-21-05, Eff. 11/19/2004, Prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters. Complied with Para. (e), (1), (i) pressure decay satisfactory, no leaks noted & (ii) pressure switch operation normal. Due again at 123 heater hrs. or 6/2015... A.D. 2004-25-16 Eff. 01/05/2005 Prevent failure of the heater fuel regulator shutoff valve. Complied with by para. (1) & (2) No defects noted. Next due 6/2014 or 2500.41 hrs. A.D. 2008-13-06, effective date 7/24/2009, To detect and correct damaged, worn, corroded, or non-conforming nose baggage door components. S.B. 1194A complied with visual inspection. No defects noted... Main gear door Rt. outboard push pull control rod ends adjusted to make door fair with airframe.

AIRCRAFT GROUND OPERATED. ALL SYSTEMS CHECKED NORMAL.
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO IN AIRWORTHY CONDITION.

DATE: 04 June, 2013
SIGNED:
Michael Tillman, A&P 2845176 IA
Printed by EBis 3 (datcomedia.com)
Work Order: 14197

06/04/2013

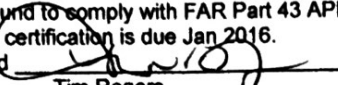
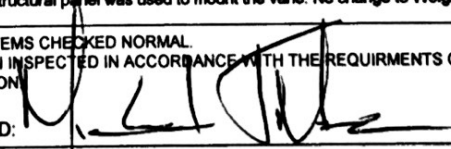
**CALIBRO AVONICS
FAA CRSS VERIFIED
PITOT/STATIC AND ALTITUDE CERTIFICATION
I.A.W. FAR 91.413 PART 43 APPENDIX E**

Customer Name: Deanon, John	Aircraft Make: Piper
Register Order #: 2013-0858	Aircraft Model: PA23-250
Date: 1 Oct 2013	Registration #: N13839

Altitude	Tolerance	Pressure	Altitude	Tolerance	Pressure
0	±10	29.92	10000	±10	20.00
1000	±10	29.80	20000	±10	19.00
2000	±10	29.68	30000	±10	18.00
3000	±10	29.56	40000	±10	17.00
4000	±10	29.44	50000	±10	16.00
5000	±10	29.32	60000	±10	15.00
6000	±10	29.20	70000	±10	14.00
7000	±10	29.08	80000	±10	13.00
8000	±10	28.96	90000	±10	12.00
9000	±10	28.84	100000	±10	11.00
10000	±10	28.72	110000	±10	10.00
11000	±10	28.60	120000	±10	9.00
12000	±10	28.48	130000	±10	8.00
13000	±10	28.36	140000	±10	7.00
14000	±10	28.24	150000	±10	6.00
15000	±10	28.12	160000	±10	5.00
16000	±10	28.00	170000	±10	4.00
17000	±10	27.88	180000	±10	3.00
18000	±10	27.76	190000	±10	2.00
19000	±10	27.64	200000	±10	1.00
20000	±10	27.52	210000	±10	0.00

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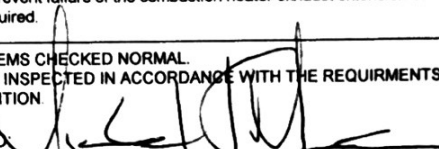
TOTAL—Carry forward

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
01/24/2014			AIRCRAFT MAKE : Piper MODEL: PA23-250 S/N: 27-4480 REG NO.: N13839 Sales ORDER NO: 2014-0658 CALIBRO AVIONICS 501 SKY RANCH DRIVE PETALUMA, CA 94954 707-775-4756 FAA CRS NO. V94R452Y DATE: 24 Jan 2014 A/C TSN: 2417.9 TACH: 2417.9 FAR IFR Certification: An encoder, transponder, altimeter integration test was performed as required by FAR 91.411 (a)(3) and 91.413 (b) and found to comply with FAR Part 43 APP E and APP F. See attached certification results (CRS V94R452Y3) Next FAR IFR certification is due Jan 2016. DATE: 24 Jan 2014 Signed  Tim Rogers
08/01/2014	2438.13		CONCORD BATTERY RG-35AXC SER NO 40488287 REMOVED CONCORDE BATTERY RG-35AXC SER NO 40664875 INSTALLED PER MANUFACTURES INSTRUCTIONS TACH. 2438.13 AUGUST 01 2014
			Battery Removed 04/01/2017 
			MAKE: Piper MODEL: PA23-250 S/N: 27-4480 REG. NO: 13839 WORK ORDER: 14733  Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone: (707) 765-1848 DATE: 15 August, 2014 A/C TSN: 2438.31 TACH: 2438.31 Airframe Entries Annual inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-I, Inspection Report, Items D. Thru. I. See following corrected discrepancies... FAR91 207 (d) ELT inspection and testing complied IAW AC43-13-1B, Sec. 12-22, a. thru f. New ELT battery installed. Next inspection due 8/2015 and battery replacement due date 10/30/2016. Battery complied with Manufacture capacitance check for annual certification. Remove battery, clean, inspect, charge for two hours, perform capacitance test, recharge to specifications, service and install. Battery failed at 70%. Installed new fully serviced Concorde RG-35AXC. STC 337 form filled out and copy sent to FSDO in Oklahoma and copy in aircraft records. Due again 8/2015. Vacuum central and relief filters replaced IAW Airborne Service Letter 59A. Engine air filters replaced IAW continued airworthiness requirements instructions per Brackett Air filter Document I-194. Engine left hydraulic pump adapter "O" rings removed and replaced. No leaks noted. Ops check good. Engine right propeller governor removed, cleaned and inspected. No defects noted at this time. Reinstalled governor in original location with new gasket and torqued nuts. No leaks noted. Function check satisfactory. Nose gear door actuator removed, inspected and re-sealed. Installed in original location. Gear swung through 2X times normal operation. No leaks noted. Ops check good. Fuel quick drain Lt. wing tip drain removed and cleaned of debris. No leaks noted. A.D. 80-18-10 Eff. 09/08/80 Piper Fuel Selector valve inspection complied with by visual and operational inspection as per Par. (b), sub. sec. (1) and (2), amendment 39-3903. No discrepancies noted. Due again in 100 hours at 2538.31 hours. A.D. 88-21-07 R1 Fuel filler compartment vent lines complied with by regulating air pressure into vent lines. Lines not block and they hold pressure. Next due 8/2015. A.D. 2004-25-16 Eff. 01/05/2005 Prevent failure of the heater fuel regulator shutoff valve. Complied with by para. (1) & (2). Next due 8/15 or 2538.31 TT which ever occurs first. Hydraulic pump Pn. 26802-3, Sn. 0KG-0653 removed for overhaul. Re-installed overhaul unit in original location with new gaskets. Ground run up performed. Cycled flaps 4X times. No leaks noted. Ops check good. Door Steward door assist gas spring installed. OEM door slide guide system removed. Installed per FAA approved STC number SA1120SE Door Steward installation instruction sheet # MVA-B40C10M&O section A2, 1 thru 18, on main cabin door. Form 337 completed and copy sent to FSDO in Oklahoma City and copy made part of the aircraft records. Aircraft placed on scales and a Weight & Balance computed for gross weight, useful load and C.G. Results added to AFM records. Angle of Attack by Alpha Systems installed per Installation and Operations Manual Pn. IOM-Legacy, Rev D, section 3.1 thru 3.9. This installation is determined to be a Minor Alteration as a non structural panel was used to mount the vane. No change to Weight & Balance. AIRCRAFT GROUND OPERATED, ALL SYSTEMS CHECKED NORMAL. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF AN ANNUAL INSPECTION AND WAS DETERMINED TO IN AIRWORTHY CONDITION. DATE: 15 August, 2014 SIGNED:  Michael Tillman, A&P: 2845176 IA Work Order: 14733 Printed by EBIS 3 (datcomedia.com)
8/15/14			

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	2507.3		TOTAL brought forward from previous page
10/01/2018			
	2507.3		MAKE: Piper MODEL: PA23-250 S/N: 27-4480 REG NO: 13839 WORK ORDER: 16201  Mangon Aircraft, Inc. 501 Sky Ranch Drive Petaluma, CA 94954-3908 Phone: (707) 765-1848 DATE: 01 October, 2018 A/C TSM: 2507.3 TACH: 2507.3 Airframe Entries Annual inspection per FAR 91.409(a)(1), completed, using Piper Service Manual Pn. 753-564, IR860921, 08/21/86, Table III-I, Inspection Report, Items D Thru. I. ... ELT complied with FAR 91.207 (d), inspection, battery expiration, and impact signal testing. See AC43-13-1B, Sec. 12-22, a thru f. ELT tested satisfactory. Battery due date is 6/2023 and ELT test due again 10/2019. ... Vacuum relief filters replaced I/A/W Airborne Service Letter 59A... A.D. 86-21-07 R1 Fuel filler compartment vent lines complied with by regulating air pressure into lines. Lines not block and they hold pressure. ... A.D. 2004-21-05, Eff. 11/19/2004, Prevent combustion by-products (carbon-monoxide exhaust) and fuel leakage from the combustion heaters. Complied with Para. (e), (1), (i) pressure decay satisfactory, no leaks noted & (ii) pressure switch operation normal. Due again at 125.5 heater hrs. or 10/2020... A.D. 2004-25-16 Eff. 01/05/2005 Prevent failure of the heater fuel regulator shutoff valve. Complied with by para. (1) & (2). Next due 10/2019 or 2607.3 hrs.... A.D. 2017-15-05, effective date 8/28/2017, to prevent failure of the combustion heater exhaust extension complied with by determining the heater tail pipe material is stainless steel. No further action required. AIRCRAFT GROUND OPERATED, ALL SYSTEMS CHECKED NORMAL. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH THE REQUIREMENTS OF A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DATE: 01 October, 2018 SIGNED:  Michael Tillman, A&P: 2845176 IA Work Order: 16201 Printed by EBIS 3 (datcomedia.com)

AIRCRAFT MAKE : Piper
MODEL PA23-250
S/N: 27-4480
REG NO.: N13839
WORK ORDER NO: 2018-1112

CALIBRO AVIONICS
501 SKYRANCH Rd
PETALUMA, CA 94954
707-775-4756
FAA CRS NO. V94R452Y

DATE: 13 Oct 2018

TACH: 2507.3

FAR IFR Certification: An encoder, transponder, altimeter integration test was performed as required by FAR 91.411 (a)(3) and 91.413 (b) and found to comply with FAR Part 43 APP E and APP F. See attached certification results (CRS V94R452Y3) Next FAR IFR certification is due Sept 2018.

DATE: 13 Oct 2018 Signed

Tim Rogers

CALIBRO AVIONICS
FOR CRS VERIFICATION
PROTOSTATIC AND ALTIMETER CERTIFICATION
I.A.W. FAR 91.413 PART 43 APPENDIX E

Customer Name: Tim Rogers, John
When Order # 2018-1112
Date: 13 Oct 2018

Altitude	Indicated	±	Pressure	Indicated	±	Pressure	Altitude	±	Pressure
10,000	10,000	± 20	10,000	10,000	± 20	10,000	10,000	± 20	10,000
9,000	9,000	± 20	9,000	9,000	± 20	9,000	9,000	± 20	9,000
8,000	8,000	± 20	8,000	8,000	± 20	8,000	8,000	± 20	8,000
7,000	7,000	± 20	7,000	7,000	± 20	7,000	7,000	± 20	7,000
6,000	6,000	± 20	6,000	6,000	± 20	6,000	6,000	± 20	6,000
5,000	5,000	± 20	5,000	5,000	± 20	5,000	5,000	± 20	5,000
4,000	4,000	± 20	4,000	4,000	± 20	4,000	4,000	± 20	4,000
3,000	3,000	± 20	3,000	3,000	± 20	3,000	3,000	± 20	3,000
2,000	2,000	± 20	2,000	2,000	± 20	2,000	2,000	± 20	2,000
1,000	1,000	± 20	1,000	1,000	± 20	1,000	1,000	± 20	1,000
0	0	± 20	0	0	± 20	0	0	± 20	0
10,000	10,000	± 20	10,000	10,000	± 20	10,000	10,000	± 20	10,000
9,000	9,000	± 20	9,000	9,000	± 20	9,000	9,000	± 20	9,000
8,000	8,000	± 20	8,000	8,000	± 20	8,000	8,000	± 20	8,000
7,000	7,000	± 20	7,000	7,000	± 20	7,000	7,000	± 20	7,000
6,000	6,000	± 20	6,000	6,000	± 20	6,000	6,000	± 20	6,000
5,000	5,000	± 20	5,000	5,000	± 20	5,000	5,000	± 20	5,000
4,000	4,000	± 20	4,000	4,000	± 20	4,000	4,000	± 20	4,000
3,000	3,000	± 20	3,000	3,000	± 20	3,000	3,000	± 20	3,000
2,000	2,000	± 20	2,000	2,000	± 20	2,000	2,000	± 20	2,000
1,000	1,000	± 20	1,000	1,000	± 20	1,000	1,000	± 20	1,000
0	0	± 20	0	0	± 20	0	0	± 20	0

01/11/2019 2509.4

Installed new GILL sealed battery
MOD: 7035-28 Serial No. G03031108
Installed 01/11/2019 In accordance with
manufactures written instructions
Aircraft time: 2509.4

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK				
TOTAL brought forward from previous page							
Airframe Log Entry							
REG #	N13839	Date	02/01/2022	Model	PA23-250	Serial #	27-4480
MFG	Piper	ACTT	2546				
Complied with an 100hr/Annual inspection IAW FAR 91-409 (A) (1) referencing Piper Service Manual P/N 753-564. Complied with FAR 91-207 (D) ELT inspection and testing. Removed, inspect and reinstalled main A/C battery P/N RG-35AXC, S/N 91148855. Installed Oxygen bottle P/N 800113-13, S/N ST361515 with new regulator P/N R1224B, S/N H-V102275. Serviced Oxygen Bottle to 1800 PSI. Complied with A/D # 88-21-07R1 Fuel filter compartment vent lines complied with regulating air pressure into lines. Complied with A/D # 2004-25-16 Prevent failure of the heater fuel regulator shutoff valve. Complied with A/D # 2004-21-05 Prevent combustion by products carbon monoxide exhaust and fuel leakage from the combustion heaters I certify that this AIRFRAME has been inspected IAW an annual inspection and was found to be in airworthy condition. Brian Welling <u>Brian Welling</u> A/P 3692260 IA.							
Airframe Log Entry							
REG #	N13839	Date	02/01/2022	Model	PA23-250	Serial #	27-4480
MFG	Piper	ACTT	2546				
Installed Oxygen Cylinder Assembly P/N 80012-13, S/N ST361515. With new Regulator P/N R1224B, S/N H-V102275. Cylinder MFG Date: 08/2021 Hydgo Test Date: 08/2021 Hydro Test Due: 08/2024 Cylinder EXP: Date 08/2045. Brian Welling <u>Brian Welling</u> A/P 3692260.							
Model # <u>GTX 330</u> Serial # <u>8411413</u> Aircraft N# <u>13839</u> Date: <u>Nov 7 2022</u> Transponder system tested in accordance with part 43, Appendix "F" & Appendix "E", Subpart (c) for compliance with FAR 91.413. Signature: <u>[Signature]</u> Work Order # <u>11907</u> MUELLER AVIONICS, INC. CRS # QYVR044J							

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

7 November, 2022 N13839 Piper PA-23-250 A/C SN: 27-4480 Tach:

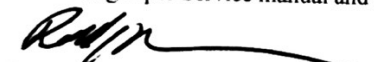
Found battery drain caused by security system. Disabled security system. Removed directional gyro Pn 060-0015-00 SN: 63069 and installed overhauled gyro SN: 5681. Removed transponder GTX330 PN 011-00455-00 SN: 84122324 and installed overhauled transponder SN: 841111413. Transponder was tested in accordance with part 43, Appendix "F" and appendix "E" subpart C for compliance with FAR 91.413. Replaced two broken prop deice boot harnesses PN RA1649 and RA19889-3. Re installed left engine cowling. All items checked good. All work performed referencing Piper Service manual and AC 43.13-1B. I approve this aircraft for return to service.



Ronald J Brown
AP 3443354
Big River Aviation, LLC

30 December, 2022 N13839 Piper PA-23-250 A/C SN: 27-4480 Tach:

Removed battery PN RG35A SN 03031108 and installed new battery SN 41275800. Ops checked good. All work performed referencing Piper Service manual and AC 43.13-1B. I approve this aircraft for return to service.



Ronald J Brown
AP 3443354
Big River Aviation, LLC

Win Win Aviation
AIRFRAME

Aircraft: N13839 SN 27-4480 Model: PA23-250
Aircraft TT: 2,555.80 Date 11/6/2023

- Annual inspection completed as per FAR.91(a)(1), using Piper Service Manual Pn:753-564 Table III inspection report, items D thru I. ELT complied with FAR91.207(d). New ELT battery fitted, # 11-10012. Due 2028. Test due 2024. Annual capacitance check completed, passed @ 98%. Recharged and installed. Replaced both Bracket Air filters # BA3505. Replaced Instrument Air Filter # RA1J7-1. Lubricated all rod ends and flight controls. Removed main wheels and nose wheel, cleaned and inspected and regreased, replaced L/h and R/h brake linings, installed all wheels and secured with cotter pins. Landing gear retractions completed, no leaks found. L/h and R/h engine inboard and outboard Magneto's sent for 500 hour inspection and check. AD 2023-09-09 complied with by means of visual inspection of the turbo V-Band clamps, no defects found. AD 2021-25-11 complied with by visual inspection of the stabilator tip tube and weight assembly, no defects found. AD 2017-15-05 complied by visual inspection, found to be stainless steel. AD 2003-09-13 complied with by visual inspection of the flap control tubes, found satisfactory. AD 2004-25-16 complied with visual inspection heater fuel regulator shut off valve, found satisfactory.

All inspections, work, and repairs were performed per Customers Request, IAW appropriate manufacturer's maintenance manuals, structural repair manuals, and standard practices. The aircraft, engines, propellers, or appliances identified above are hereby approved for return to service as per the work performed.

Signature

J.F. Myburgh 38428921A

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Win Win Aviation**AIRFRAME**

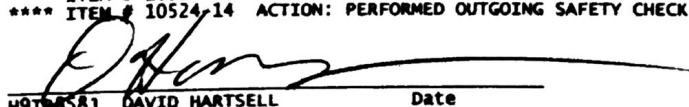
Aircraft: N13839 **SN** 27-4480 **Model:** PA23-250
Aircraft TT: 2,557.20 **Date** 3/12/2025

- 1.) Annual Inspection completed as per FAR91.(a)1), using Piper Service Manual PN: 753-564 Table 111 Inspection Report, items D thru I.
- 2.) Lubricated all rod ends and flight controls and pulleys.
- 3.) Bracket Air Filters inspected, found clean and satisfactory.
- 4.) ELT Test completed, found satisfactory, Battery due 2028.
- 5.) Removed main wheels and nose wheel, cleaned and inspected bearings, found satisfactory, re-greased and installed, L/h and R/h brake linings and discs found satisfactory.
- 6.) Landing gear retractions completed, found satisfactory, no leaks.
- 7.) Oxygen bottle removed and sent for hydro test, installed and filled. Next due 03/28.
- 8.) Remove and replaced front and rear door lock mechanisms.
- 9.) AD 2021-25-11 complied with by means of visual inspection of the stabilator tip tube and weight assembly, no defects found.
- 10.) AD 2017-15-05 Complied with by means of visual inspection, found to be stainless steel.
- 11.) AD 2003-09-13 Complied with by means of visual inspection of the flap control tubes found satisfactory.
- 12.) AD 2004-25-16 Complied with visual inspection heater fuel regulator shut off valve, found satisfactory.
- 13.) All AD's Complied with through March 2025.

All inspections, work, and repairs were performed per Customers Request, IAW appropriate manufacturer's maintenance manuals, structural repair manuals, and standard practices. The aircraft, engines, propellers, or appliances identified above are hereby approved for return to service as per the work performed.

Signature

J.F. Myburgh 38429821A

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
HARTSELL AVIONICS INC. 325 CORPORATE ROAD LONGVIEW, TEXAS 75603 H9TR858J LOG ID# 1628 04-November-2025 WO# 10524-1 N13839 S/N 27-4480 PIPER PA-23-250			Pg 1 / 2
**** ITEM # 10524-1 ACTION: PERFORMED INCOMING INSPECTION. **** ITEM # 10524-2 DISCREPANCY: TRANSPONDER LETTER ACTION: TROUBLESHOT AIRCRAFT AND CONFIRMED PROBLEM, GDL 88 WAS NOT TRANSMITTING AIRCRAFT ID CODE. FURTHER TROUBLESHOOTING BY HOOKING COMPUTER UP TO GDL 88 FOUND UNIT CONFIGURED INCORRECTLY. RECONFIGURED GDL 88 FOR PROPER INPUT AND SET GNS GPS TO MATCH. SYSTEM OPERATES PROPERLY NOW. **** ITEM # 10524-3 DISCREPANCY: HSI INOP ACTION: VERIFIED PROBLEM L/R NEEDLE INOP, TROUBLESHOT TO FAULTY KI 525A HSI, REPLACED HSI P#066-3046-07 S# 90450 AND L/R PROBLEM RESOLVED. STILL HAD PROBLEM WITH GLIDESLOPE NEEDLE NOT COMING INTO VIEW. TRIED ANOTHER GNS AND STILL HAD PROBLEM, RANG OUT WIRING FROM HSI TO NAV UNIT AND ALL TEST GOOD. CHECKED VOLTAGE ON PINS ON HSI AND FOUND POWER SUPPLY VOLTAGE RUNNING ABOUT 3/4 OF NORMAL. FURTHER TROUBLESHOOTING FOUND LAST PERSON TO INSTALL KG102A REMOTE GYRO HAD NOT SET INPUT SWITCH TO 14 VDC. SET TO 14VDC AND ALL TEST GOOD. **** ITEM # 10524-4 DISCREPANCY: COMM 1 RECEIVE BUT NOT TRANSMIT ACTION: TESTED NO FAULT FOUND **** ITEM # 10524-6 DISCREPANCY: MAGNETIC COMPASS FELL ACTION: REGLUED MAG COMPASS TO SAME LOCATION IT FELL OFF. **** ITEM # 10524-7 DISCREPANCY: AUTOPILOT STRUGGLING TO HOLD ACTION: TESTED AUTOPILOT IN AIRCRAFT AND FOUND ALL FUNCTIONS NORMAL. INSPECTED STATIC LINES TO ALT SENSOR AND FOUND LINE BROKEN OFF OF STATIC PORT IN TAIL. REPAIRED LINE AND TEST GOOD.			
HARTSELL AVIONICS INC. 325 CORPORATE ROAD LONGVIEW, TEXAS 75603 H9TR858J LOG ID# 1628 04-November-2025 WO# 10524-1 N13839 S/N 27-4480 PIPER PA-23-250			Pg 2 / 2
Inspected pitch servo and found cable chafing on bottom capstan cable guard. Complied with Genesys aerosystems SIL 23-006 dated 03-14-23 installed new cable guard p/n 4410-3 and roller p/n 41281. Reassembled pitch servo with new hardware and tensioned bridal cable I.A.W S-Tech 55/55x installation manual ST-607 Rev-5. Test flight required for resolution verification. **** ITEM # 10524-13 ACTION: PERFORMED OUTGOING FUNCTION CHECK AS TO WORK PERFORMED. **** ITEM # 10524-14 ACTION: PERFORMED OUTGOING SAFETY CHECK AS TO WORK PERFORMED.  H9TR858J DAVID HARTSELL Date			

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