

Date: 4/21/2011; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3853.60; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 482.90, Last MOH: 3351.40-3/18/2004, SMOH: 2868.50; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 328.40, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3195.20; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 482.90, Last MOH: 3351.40-3/18/2004, SMOH: 2868.50; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 960.60, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1887.80

Ground ran aircraft and tested installed equipment. Jacked aircraft and performed retraction test of landing gear. Removed inspection panels and cover plates as required. Lubricated landing gear. Removed wheels and repacked wheel bearings. degrease belly adjacent to engines and aft of nose gear wheel well. Inspected ELT for condition and checked for correct operation per far 91.207(d), no defects noted at this time. Inspected heater for condition and signs of obvious defects. Function tested fuel shut-off valves. Checked fuel screens for debris. Down jacked aircraft and topped off fuel tanks. I certify this aircraft has been inspected in accordance with an annual inspection and is found to be in an airworthy condition at this time. Removed brake calipers. Replaced leaking orings as required. Replaced worn brake linings with all new linings. Bled brake system and replaced fluid as required. Removed lower strut assembly from trunnion installation and cleaned dirt and debris from assembly. Removed seal pack and replaced bottom scraper and orings. Re assembled lower assembly. Reinstalled lower assembly into trunnion and reset snap ring. verified positive engagement of snap ring. Serviced strut assembly with MIL-H-5606. Bled air from strut per manual instructions. Set precharge of main landing gear struts to 200 PSI of nitrogen. Removed lower strut assembly from trunnion installation and cleaned dirt and debris from assembly. Removed seal pack and replaced bottom scraper and orings. Re assembled lower assembly. Reinstalled lower assembly into trunnion and reset snap ring. verified positive engagement of snap ring. Serviced strut assembly with MIL-H-5606. Bled air from strut per manual instructions. Set precharge of main landing gear struts to 200 PSI of nitrogen. Inspected cabin door inflatable seal and plumbing for connections and leakage. Trimmed hose for clean end and adjusted clamps. Installed small tywrap on door side of flex hose conection. Leak checked with Sure Check leak detector. Repaired loose terminal end at oil cooler temp bib by replacement of ring terminal. Removed nose landing gear inspection panels not already removed for annual as per SB No. 1123A. Removed and replaced AN7-35 bolt and shimmed with new washers. Next bolt replacement due at 4353.6 hours total time. Inspected nose steering for alignment and travel. Inspected tiller, tiller roller, steering arm channel and tiller track for condition no cracks or defects noted at this time. Checked bolts for security of attachment. Removed inspected lubricated and reinstalled drag link center bolt. Inspected retract retention spring for condition and security of attachment no excessive wear or looseness of any components noticed at this time. Retraction test revealed no discrepancy at this time. next inspection due 3953.6 Hours. Inspected control wheel shaft for correct installation by witness hole check as discribed in SB No. 1197B. No defect found.

Approved by: Bartley J. Hallin Certificate A+P388781708
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 5/03/2011; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3865.10; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 494.40, Last MOH: 3351.40-3/18/2004, SMOH: 2857.00; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 339.90, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3183.70; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 494.40, Last MOH: 3351.40-3/18/2004, SMOH: 2857.00; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 972.10, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1876.30

Inspected charging system. Found loose wire on right alternator ground side of field control. Cleaned ground connection and added wire to ground terminal to airframe ground.

Checked Aileron for alignment to flaps and wing tips. Control wheel level with ailerons faired.

Removed pilots seat. Removed right side cabin interior. Disconnected pitot and static lines at drain valves and cleared lines. Reconnected and checked for correct seal. Small amount of debris recovered from pitot tube. Inspected plumbing to ASI for conection and security. Reinstalled interior and seat.

Approved by: Bartley J. Hallin Certificate A+P388781708
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360-385-7770

Date: 8/10/2011; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3896.00; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 525.30, Last MOH: 3351.40-3/18/2004, SMOH: 2826.10; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 370.80, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3152.80; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 525.30, Last MOH: 3351.40-3/18/2004, SMOH: 2826.10; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1003.00, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1845.40

Removed and replaced broken light tray on indicator head on pilots side of panel. Removed right side sub panel and stereo to access panel light rheostat assembly. Removed rheostat assembly and replaced transistor for panel lighting Reinstalled and assembled items removed. Panel lights function normal.

Sublet Service Completed: 9/23/2011

Description: Heater Motor Repair

Performed By: Aircraft Heating PO #: 1955

Ground ran heater for 1 hr. Cycled heater on and off several cycles and adjusted heat setting no failure of heater. Removed back seats and accessed heater fuel pump and regulator valve. Inspected valve for leakage. No leakage at this time. Removed low point drain t fitting and installed fuel pressure guage in line. Ran heater while observing heater pump pressure, fuel pressure indicated 7.2 lbs. Removed fuel pressure guage and reinstalled t fitting. Reinstalled spar cover and seats. Leak checked t fitting. Removed heater for bench test by Aircraft heating and Electrical. Reinstalled heater after repair. Ground ran and function tested heater installation no defects at this time.

Approved by: Bartley J. Hallin Certificate A+P388781708
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 11/30/2011; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3944.90; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 574.20, Last MOH: 3351.40-3/18/2004, SMOH: 2777.20; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 419.70, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3103.90; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 574.20, Last MOH: 3351.40-3/18/2004, SMOH: 2777.20; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1051.90, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1796.50

Removed equipment to access encoding altimeter on pilots side Removed encoding altimeter and routed to repair facility for evaluation. Original reply from shop was that component was beyond economical repair. Attempted to locate repairable core, exchange or other repair estimates and found no parts available. Returned to original shop and authorized repair. Reinstalled Encoding altimeter. Reinstalled VSI, Left CDI, removed to facilitate maintenance. Checked plumbing connections on Airspeed indicator. Function checked installed equipment as possible in hangar.

Sublet Service Completed: 11/28/2011

Description: Encoding Altimeter s/n 2608

Performed By: Airtech Instrument Company PO #: 1984

Sublet Service Completed: 11/28/2011

Description: Garmin GPS RMA #35648155

Performed By: Crown Aviation PO #: 1985

Received and installed Garmin GNS430 and King KT79 transponder and reinstalled in panel. Checked for correct operation and acquisition of satellite signal indication and self check of GNS430. GNS430W still intermittently fails satellite connection. Isolated antennas and cables by swapping connections at antennas. #2 (430) rack cable appears to have intermittent fault.

Approved by:

Baxter J. Hallin

Certificate

A+P 388781708

Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 4/23/2012; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3955.00; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 584.30, Last MOH: 3351.40-3/18/2004, SMOH: 2767.10; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 429.80, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3093.80; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 584.30, Last MOH: 3351.40-3/18/2004, SMOH: 2767.10; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1062.00, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1786.40

Taxied aircraft to maintenance and function tested installed equipment. Removed seats, interior, and inspection panels as required to inspect entire aircraft. Jacked aircraft and function tested landing gear for correct retraction, extension and emergency extension. Inspected wheels and brakes. Lubricated landing gear and flight controls. Checked flight controls for free and correct movement. Function tested installed equipment and lights. Inspected fire extinguisher for charge and condition. Reinstalled interior, seats and panels as required. Removed Emergency Locator Transmitter, inspected for condition and battery service life. Function tested per manufactures recommended procedure. Battery life expended less than 5 seconds by testing. Reinspection due one year from this date. FAR 91.207(b). I certify that this aircraft has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition at this time.

Inspected left engine generator drive installation. Found 90degree drive end fitting loose. Inspected drive cable and found center shaft twisted. Removed and replaced center shaft. Checked cable for correct rotation at back of tachometer and found normal rotation. Ordered replacement overhauled tach. Removed and replaced tach and ground ran to function test. Tach indicates normally. Trouble shooting revealed lack of satellite accusation transfers from one GPS to the other with cable swap. Removed Cable from 430 to antenna and replaced with new. Function check of GPS on ramp is equal to 530 unit. Removed cabin seats and interior floor. Removed center heat duct. Removed trim wheel cover. Removed trim cable fair leads and pulleys as required to remove and replace cable progressively through fuselage from aft to front. Reinstalled fair leads and pulleys after installation of new cable. Set cable tension and exercised through 5 full cycles of travel. Reset tension of cable and installed safety clips in turn barrel.

Approved by:

Baxter J. Hallin

Certificate

A+P 388781708IA

Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 6/30/2012; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3982.70; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 612.00, Last MOH: 3351.40-3/18/2004, SMOH: 2739.40; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 457.50, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3066.10; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 612.00, Last MOH: 3351.40-3/18/2004, SMOH: 2739.40; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1089.70, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1758.70

Checked for voltage at pitot heating element found 12V available. Ordered heating element kit from Lock Haven Airparts. Removed old elements and installed new with new ground terminal ring and butt spliced positive lead.

Removed and replaced both main tires in accordance with Cleveland Wheel and Brake Maintenance Manual, and Piper Aircraft PA34 Service manual.

Removed and replaced both brake discs and all brake linings. Taxied aircraft to condition brakes per Cleveland Wheel and Brake Maintenance Manual.

Approved by:

Baxter J. Hallin

Certificate

A+P 388781708

Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 9/20/2012; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 3999.70; Work performed on Engine # 2; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 629.00, Last MOH: 3351.40-3/18/2004, SMOH: 2722.40; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 474.50, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3049.10; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 629.00, Last MOH: 3351.40-3/18/2004, SMOH: 2722.40; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1106.70, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1741.70

Right alternator will not pick up load. Attempted to adjust voltage at regulators no change. Swapped field wires no change. Charged and installed new battery. Checked condition of right alternator by running on test bench. Alternator condition checks good. Removed and replaced drive coupling. Ground run checks good output from both alternators.

Approved by:

Baxter J. Hallin

Certificate

A+P 388781708

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360-385-7770

Section 1: Airframe Log

Date: 12/13/2012; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4003.30; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 632.60, Last MOH: 3351.40-3/18/2004, SMOH: 2718.80; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 478.10, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3045.50; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 632.60, Last MOH: 3351.40-3/18/2004, SMOH: 2718.80; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1110.30, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1738.10
Jacked left side, removed main wheel assembly. Removed and replaced tube. All work done in accordance with Cleveland Wheel and Brake Maintenance Manual. Reinstalled wheel assembly on aircraft.

Approved by: Bartley J. Hallin Certificate A-P 368701708
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 5/01/2013; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4020.70; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 650.00, Last MOH: 3351.40-3/18/2004, SMOH: 2701.40; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 495.50, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3028.10; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 650.00, Last MOH: 3351.40-3/18/2004, SMOH: 2701.40; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1127.70, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1720.70
Removed landing gear retraction link and replaced bushings and bolts as required. Removed swivel fitting from gear drag link top pivot fitting and replaced bushing, shimmed with washers as required to obtain correct fit. Reinstalled as per maintenance manual instructions and installed cotter pins as required. Part numbers used CA14843-016, 8ea, CA85003-041 2ea, CA65003-044 4ea, CA67026-007 4ea, CA67026-012 2ea, Removed anti torque links from both main gear and replaced bushings and bolts with Mc Farlane kits Part numbers PTL-KT-38 and PTL-KT-58. Lubricated all fittings and bushings as required. Checked rig of indication/limit switches and squat switch. De-greased gear wells as required. Re checked gear for retraction and clearance check, functions normal at this time. Located connector on back of panel that was disconnected. Re attached connector and safety tied with ty-wrap to prevent further issues. Ground ran aircraft until normal indications of temperature, alternator output, oil pressure, manifold pressure pneumatic pressure, where indicated. Function checked prop deice, pitot heat, all lights, fuel boost pumps, cycled propellers and noted proper control. idle rise on engine shut down normal. Mag drops less than 100 rpm at 1700 rpm. Jacked aircraft and removed all access panels covers and interior finishings as required to completely inspect entire aircraft. Function checked landing gear system and lubricated. Checked flight controls for free and correct movement and correct travel. Degreased aircraft belly. Cleaned fuel screens (no debris found). Inspected battery for condition and electrolyte level. Repacked wheel bearings. I certify that this aircraft has been inspected in accordance with an ANNUAL INSPECTION and found to be in an airworthy condition at this time. Cleaned and inspected turn barrels and cables in accordance with SB1245A. Next due 2000hrs or 7 years from this inspection or from next replacement of turn barrel cable component as required. Removed loose and working rivets from wing/cowl/nacelle fillet fairings and replaced with new cherry max rivets as required. Adjusted gear door retraction links as required for correct travel of gear doors to provide closure of leading edges of doors to wing bottom surface. Landing gear retraction extension functions normal at this time.

Approved by: Bartley J. Hallin Certificate A-P 3688119 IA
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 8/12/2013; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4032.70; Work performed on Engine # 1; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 662.00, Last MOH: 3351.40-3/18/2004, SMOH: 2689.40; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 507.50, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3016.10; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 662.00, Last MOH: 3351.40-3/18/2004, SMOH: 2689.40; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1139.70, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1708.70
Removed cowl and inspected alternator. Armature does not turn with engine rotation. Removed alternator from engine found armature shaft sheared. Inspected engine case and drive gear for condition. No action required at this time. Installed OVERHAULED alternator P/N ALX9525B S/N H-N030871. Ground ran and function checked alternator. Parallel function normal, Alternators carry full load well.

Approved by: Bartley J. Hallin Certificate A-P 3688119
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360-385-7770

Date: 8/30/2013; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4050.60; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 666.40, Last MOH: 3351.40-3/18/2004, SMOH: 2685.00; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 511.90, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3011.70; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 666.40, Last MOH: 3351.40-3/18/2004, SMOH: 2685.00; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1144.10, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1704.30
Removed main landing gear doors and found hinges worn. Removed existing hinges and fabricated new hinges to match from hinge stock. MS20257-C4 hinge stock. Installed new hinges. Cecked gear clearances and fit of doors by retraction test. No defects at this time. Found field voltage at right alternator terminal with no alternator out put. Removed and replaced alternator with overhauled hartzell alternator. Ground ran and no alternator output. Trouble shooting reveiled intermittent broken wire between overvoltage relay and voltage regulator after extended isolation of components. Replace wire and ring terminal at BATT side of overvoltage relay ground run function checks good. Approved for return to service.
Removed and replaced exhaust elbow P/N K640964-108(new). Leak checks good. Approved for return to service.

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360-385-7770

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TOTALS

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2
E:
A

Date: 9/30/2013; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4046.30; Work performed on Engine # 2; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 675.60, Last MOH: 3351.40-3/18/2004, SMOH: 2675.80; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 521.10, Last Prop MOH: 3523.60-4/12/2006, SMOH: 3002.50; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 675.60, Last MOH: 3351.40-3/18/2004, SMOH: 2675.80; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1153.30, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1695.10

Removed right cowling for access to right pressure pump and found coupling sheared. Removed and replaced pump with owner provided repaired pressure pump. Run checked, functions and indicates normal.

Trouble shot propeller deice system by removal of spinners and isolation of each boot and checking continuity. Found open circuit on left prop due to broken MOLEX connector pin on blade lead.

Approved by: Bart J. Hallin Certificate A+P 3688119
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 11/27/2013; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4050.60; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 679.90, Last MOH: 3351.40-3/18/2004, SMOH: 2671.50; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 525.40, Last Prop MOH: 3523.60-4/12/2006, SMOH: 2998.20; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 679.90, Last MOH: 3351.40-3/18/2004, SMOH: 2671.50; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1157.60, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1690.80

Trouble shot system to find failed alternator and high resistance in main master switch. Ordered master switch. Removed cabin front seats to facilitate maintenance. Removed and replaced master switch with new. Removed right alternator and bench tested found open rectifier. Tested spare alternator found serviceable, out put good on test bench.

Installed serviceable alternator P/N S/N

Removed and replaced over voltage relay due to age and electrical system anomalies. Function checked/run checked aircraft no defect noted at this time.

Removed and replace TIT indicator thermocouple at turbo charger.

Removed stereo, right hand sub panel, Removed power supply support bracket and diode heat sink assembly to access circuit breaker panel. Removed and replaced both alternator field circuit breakers. Found broken accessory power circuit breaker. Found loose terminal screw on rad alt circuit breaker. Checked all circuit breaker connections terminals and buss bar attachment for security. Replaced broken accessory circuit breaker with new. Re installed equipment in reverse order of removal. Secured wire bundles/harnesses with ty-wraps as required.

Approved by: Bart J. Hallin Certificate A+P 3688119
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

Date: 4/14/2014; Aircraft: N123JW; Type: PA-34-200T; S/N: 8070121; Total Time: 4057.40; Engine 1 Type: TSIO-360-EB, S/N: 901272-H, Time: 686.70, Last MOH: 3351.40-3/18/2004, SMOH: 2664.70; Prop 1 Type: 3AF34C502, S/N: 799532, Time: 532.20, Last Prop MOH: 3523.60-4/12/2006, SMOH: 2991.40; Engine 2, Type: LTSIO-360-EB, S/N: 306813-H, Time: 686.70, Last MOH: 3351.40-3/18/2004, SMOH: 2664.70; Prop 2, Type: 3AF34C503, S/N: 7910069, Time: 1164.40, Last Prop MOH: 2848.40-1/14/2000, SMOH: 1684.00

Removed nose wheel assembly. Cleaned inspected and prepared wheel for paint. Painted wheel. Cleaned inspected and repacked wheel bearings. Reassembled wheel and reinstalled on aircraft. Removed and replaced static wicks as required. Inspected gear actuators, researched logs. Located parts. Lock rings factory only parts ordered and ordered o rings. Removed and disassembled right main actuator. Found minor wear on orings on piston. Found damaged end seal assembly. Ordered kit to reseal right actuator. New style actuator installed previously. Does not match parts book. Found small hydraulic leak at fitting on right actuator. cleaned and tightened fitting. Reinstalled right actuator. Removed left main actuator and changed piston orings no defects or leakage at this time. Reinstalled actuator. Jacked aircraft and function checked landing gear retraction, extension operation. Checked emergency extension operation. Serviced reservoir due to fluid loss while servicing actuators. Down jacked aircraft. Cleaned gear door and removed damaged material. Repaired in accordance with industry standards and Piper Seneca II Service Manual Chapter 4 paragraph 65. Fiberglass fracture and patch repairs. Painted inboard side of gear door. Reinstalled gear door and reinstalled. Cycled landing gear for function test and door fit. Checked gear door for clearance and closed fair to gearwell. Ground ran aircraft and function tested/operated installed equipment. Flight controls checked for free and correct movement. Removed access panels, covers, and cowls as required to inspect entire aircraft. Cleaned as required to allow complete inspection. Lubricated aircraft in accordance with manufactures recommendations of lubrication intervals using service manual or maintenance manual. Jacked aircraft and tested landing gear system for correct operation and emergency extension function checked. landing gear indication and annunciation horn functions normal at this time. Review Airworthiness directives for this aircraft and installed equipment/accessories through this date. I certify this aircraft has been inspected in accordance with an ANNUAL inspection and found to be in an airworthy condition at this time.

Approved by: Bart J. Hallin Certificate A+P 3688119
Port Townsend Aircraft Services, LLC 191 Airport Rd, Port Townsend, WA 98368

360-385-7770

I certify that this altimeter has been tested IAW FAR 91.411 and found to comply with Appendix E of Part 43.

Model# AP200C S/N 11857
Altimeter Tested to 3000 feet
W/O# 14-1911 Date 07/11/14
INSP. me

Bellingham Aviation Services FAA CRS #YGIR141Y
4201 Mitchell Way Bellingham, WA 98226 360-676-7624

I certify that this altimeter has been tested IAW FAR 91.411 and found to comply with Appendix E of Part 43.

Model# 3141B S/N 2608
Altimeter Tested to 3000 feet
W/O# 14-1911 Date 07/11/14
INSP. me

Bellingham Aviation Services FAA CRS #YGIR141Y
4201 Mitchell Way Bellingham, WA 98226 360-676-7624

Date: Last 3195 7910 Grow as re Insp obvic been oring trun Rein strut clear asse instr Trim Rep as p nosi Che sec insp

I certify that the transponder in this aircraft has been tested and meets the requirements of FAR 91.413 and FAR 43-Appendix F

#1 Model K179 S/N 2639
 #2 Model K176A S/N 123422
 W/O 14-1911
 Date 07/11/14
 Inspector [Signature]
 Bellingham Aviation Services FAA CRS #YGIR1421Y

I certify that the altimeter system and altitude reporting equipment in this aircraft has been tested as required by FAR 91.411 and found to comply with Appendices E and F of Part 43

#1 Model# 8141B S/N 2608
 #2 Model# AERO 3000 S/N 11857
 Encoder Model# 8141B S/N 2608
 Altimeter Tested to 3900 feet
 W/O# 14-1911 Date 07/11/14
 INSP. [Signature] END

Bellingham Aviation Services FAA CRS #YGIR141Y

REG NO N123JW **CHANDLER AVIATION INC** DATE 10/22/14
 MODEL PA34-200T CHANDLER MUNICIPAL WO# 51439
 S/N 348070121 CHANDLER, AZ HOBBS
 ENG MOD XXXXXXX (480) 732-9118 TACH XXX
 ENG S/N XXXXXXXXX TOTAL

THE AIRCRAFT AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AIR REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE ON THE DATE STATED ABOVE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY.

SIGNATURE [Signature] AUTH. NO. 601366723 A&P

Pilot reports LT alternator will not carry a load. Found the following components failed: LT alternator drive slipping, LT diode open and LT alternator would produce voltage until a load was applied. Installed new alternator drive P/N 635796. Currently installed on RT engine. See 8130-3 dated July 31, 2014 from Ametek Aero W/O 488961/50012753 for additional details. Installed overhauled alternator P/N ALX-9525B S/N H-N071221 see 8130-3 dated Aug 1, 2013 from Hartzell Engine Tech W/O M204110 for additional details. Installed on RT engine. Installed new diodes P/N MR12155L. Paralleled alternator. Ops check satisfactory 13.5 volts and load shared. All work as per Piper Seneca II maintenance manual Chapter 26.

END

11/03/2014

TACH

TROUBLESHOOT LEFT ENGINE ALTERNATOR AND FOUND INOP FIELD WINDING. REMOVED EXISTING ALTERNATOR SN#JO31586. INSTALLED OVERHAULED ALTERNATOR PN#ALX9525BR SN#H-N010746 USING NEW GASKET AND LOCKING HARDWARE. RUN-UP AND OPS CHECK WITH LOADS, CHECKED GOOD. OK FOR RETURN TO SERVICE.
 SCOTT ERICKSON

AP3629704.

NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

11/19/2015 N123JW PA3400T 348670121 TT4132.9

GROUND RAN AIRCRAFT FUNCTION CHECKED INSTALLED EQUIPMENT, FUNCTION CHECKED LIGHTS. FLAPS AND FLIGHT CONTROLS FREE AND CORRECT. REPLACED MINOR MISSING FASTENERS AS REQUIRED. REMOVED & RE-INSTALLED INSPECTION PANELS AND COVERS AS REQUIRED TO INSPECT ENTIRE AIRCRAFT. JACKED AIRCRAFT AND FUNCTION CHECKED LANDING GEAR FOR CORRECT RETRACTION, EXTENSION, ANNUATION, EMERGENCY EXTENSION AND TRAVEL TIME. CHECKED BRAKES FOR CONDITION/WEAR. LUBRICATED RH TACHOMETER DRIVE CABLE. CLEANED CONNECTION ON H/TIT/EGT CONNECTIONS. DOWN JACKED AIRCRAFT AND CHECKED TIRE PRESSURES. CLEANED FUEL SCREENS. I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND FOUND TO BE IN AN AIRWORTHY CONDITION AT THIS TIME. REMOVED ELT INSPECTED, FUNCTION CHECKED AND REINSTALLED NO DEFECT AT THIS TIME. RE-CHECK 1 YEAR FROM THIS DATE. BATTERY RE-PLACEMENT DUE

Barry Williams

ATP3688119 DA

09/28/15

4174.4

Hobbs

Removed Left Engine Pressure Pump Due to Failure And Replaced using the following Pump:

SERVICEABLE

This unit is a stock core. It has been disassembled, cleaned, inspected and has been Overhauled in accordance with Manufacturer's Specifications....

Parts installed are new.....Date OCT 02 2012

Part Number 441CC-7

Serial Number AP1290

A&P Number 267740122

A&P Name James Rothermel IA

Signature *James Rothermel*
Aircraft Products Inc.

Unit Pump + OP checked Good. OK for return to Service.

[Signature]

NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

AVIONICS SHOP, INC. TACOMA NARROWS AIRPORT 1026 26TH AVE NW STE A GIG HARBOR, WA 98335
 LOG ID# 762 03-October-2016 WO# 15520 REF# 15520
 N123JW S/N 348070121 PIPER PA-34-200T

Pg 1 / 1

REMOVED KT79 TRANSPONDER, KT76A TRANSPONDER, KEA-129 ENCODING ALTIMETER, ANS-85 VACUUM TURN COORDINATOR, 200-5C DG, RCA26AK-2 HORIZON, 7000 VERTICAL SPEED, AND A P10102 AIRSPEED. INSTALLED A GARMIN GTX345 TRANSPONDER / ADS-B UNIT. UNIT WERE INSTALLED IN ACCORDANCE WITH FACTORY INSTALLATION INSTRUCTIONS, STC DOCUMENTATION, ADVISORY CIRCULARS, AND COMMON AVIONICS INDUSTRY PRACTISE, INTERFACED INTO AIRCRAFT WIRING AS NEEDED, AND PROGRAMMED AS REQUIRED. ELECTRICAL LOAD ANALYSIS WAS PERFORMED AND RESULTS FOUND SATISFACTORY. WEIGHT AND BALANCE AMENDED 03OCT2016. PERFORMED 91.413 TRANSPONDER CHECK. THIS INSTALLATION DETERMINED TO BE A MAJOR ALTERATION AND FAA FORM 337'S DATED 03OCT2016 FILED AS PER BELOW:

1. INSTALLED IN AIRCRAFT, A GARMIN GTX345 TRANSPONDER WITH ADS-B IN/OUT SYSTEM IN ACCORDANCE WITH STC # SA01714W1. INTERFACED AND PROGRAMMED THE GTX345 INTO THE AIRCRAFT WIRING AS PER THE INSTALLATION MANUAL P/N 190-00734-10 REV 6 DATED 30JUN2016, WHICH IS PART OF THE APPROVED DATA. INSTALLED INTO P.O.H., THE FAA APPROVED FLIGHT MANUAL SUPPLEMENT P/N: 190-00734-15 DATED 01MAR2016. INSERTED INTO THE AIRCRAFT DOCUMENTATION, COPIES OF THE APPROVED INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE GTX345.

UPDATED BOTH GN5530W AND GN5430W SOFTWARE I/A/W GARMIN SERVICE BULLETIN 1606 REV B. SOFTWARE MAIN VERSION NOW 5.30.

FP4R188M DANIEL A. NEIL

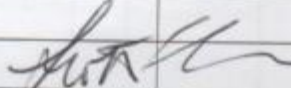
AFTT 4210.7

I certify the transponder model # GTX345 have been tested and found to meet the requirements of FAR 91.413 and FAR 43 App F on this date 03OCT2016

Aircraft N 123JW

Signed 
 Avionics Shop, Inc. FAA CRS#: FP4R188M
 Tacoma Narrows Airport, Gig Harbor WA 98335

10/4/16 Replaced Left Engine Pressure Pump
 with Serviceable Unit P/N# 441cc
 4211.1 S/N# 133039 with new Gaskets And
 Hobbs Locking hardware. RUN-UP And Adjust
 Pump regulator behind co-pilots position And
 Left Engine Low and high regulators. TEST Flight
 Performed And deice boots Activated several times, all
 checks normal. OK for return to service.

 AP3629704.

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENTS)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							

03-15-2016 AFTT: 4184.6 Time flown this period: 51.7

Opened airframe, inspected all cables, turnbuckles, pulleys, joints, and hinges and lubed where required. Installed repair patch on right engine exhaust shield. Rerouted hot prop boot wires on both props to prevent chafing. Repaired ding in right wingtip. Install missing cotter pin in left main torque link. Repaired nose gear landing and taxi light wiring. Replaced left nav light bulb. Repaired left ice light contacts. Repaired delamination on left engine Nosebow. Replaced ELT battery using BP-1010 I.A.W Far 91.207D, All checks normal. Due next Mar 2018. Replaced All Magneto gaskets due to wrong parts installed, leakage and timing drifting due to loose mags on right engine. Retimed mags as required and leak checked at post runs, no leaks noted. Installed Electronics International Engine monitor, wiring and probes I.A.W EI installation instructions and A.C 43.13 standard practices. Replaced all spark plugs due to high resistance using urhm38e tempest plugs. Sprayed all engine and cabin controls using aerokroil penetrating spray. Installed missing cotter pin in left main gear torque link bolt. Replaced o-rings and dyna seals in fuel strainer sumps with new at left and right sides and checked screens, nothing found. Sumped and leak checked strainer bowls, no leaks noted. Jacked aircraft. Cleaned and service all landing gear and checked wheels and brakes. Swung gear through 5 fault free cycles and 1 emergency extension. A.D's searched thru rev 2016-14 dated 02/22/2016. Run-up, mag and ignition switch checks good. Heater hobbs at 1632.2. Ops checked heater and checked fuel shutoff. Lubed control linkage cables with aerokroil. C.W. A.D 24-25-16R1 Fuel leaks, None noted.

This Airframe serviced and
inspected in accordance with
an annual inspection.
Ok for return to service.
Scott Erickson AP3629704IA

[Signature]

I certify the transponder model # KT79 KT76A have been
tested and found to meet the requirements of FAR 91.413 and FAR 43
appendix F, and I certify the altimeter 0 and static system X have been
tested to 35,000 and found to meet the requirements of FAR
91.411 and FAR 43 appendix E on this date: 17 MAR 2016
Altimeter Qty: 2
Encoder Qty: 2

N 123 JW

Signed *[Signature]* for
Avionics Shop, Inc. FAA CRS FP4R188M
Tacoma Narrows Airport, Gig Harbor WA 98335

PAGE
TOTALS

CARRY FORWARD to Top of Next Page

Section 1: Airframe Log

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENTS)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							

N123JW

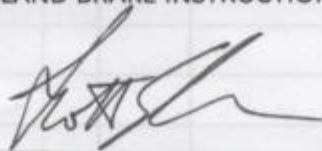
AIRFRAME

04/01/2017

4242.5

AFTT

OPENED AIRFRAME. REPLACED ALL BRAKE PADS WITH NEW. REPLACED LEFT AND RIGHT MAIN TIRES WITH NEW 600-6 FLIGHT CUSTOM 8 PLY. CLEANED, INSPECT, AND REPACK ALL WHEEL BEARINGS. CLEANED AND GREASED GEAR. SWUNG GEAR THROUGH FIVE FAULT FREE CYCLES. CHECKED HYDRAULIC RESERVOIR. TOPPED OFF BRAKE RESERVOIR. CHECKED AND LUBED ALL CONTROL CABLES, PULLEYS AND CONTROL ATTACHE POINTS. REPLACED LEFT ENGINE TACH DRIVE ADAPTER WITH NEW UNIT. REPLACED RIGHT ENGINE OIL CAP GASKET WITH NEW. TIGHTENED LOOSE PRESSURE LINE ON LEFT ENGINE LEFT MAG. REPLACED BROKEN ADEL CLAMP ON RIGHT ENGINE AIR BOX. OPS CHECKED ALL LIGHTS AND DEICE SYSTEM. INSPECT HEATER FUEL SYSTEM FOR LEAKS AND CONTAMINATION, NONE NOTED. HEATER HOBBS 1676.6 AT THIS DATE. LUBED TURBO LINKAGES AND WASTEGATES WITH MOUSE MILK. CHECKED TURBO V-CLAMPS FOR SECURITY, SAFETY, CRACKS AND LEAKAGE, NONE NOTED. PRESSURE CHECKED BOTH ENGINE EXHAUST SYSTEMS FOR LEAK DETECTION, NO CRACKS OR DISTORTION FOUND. OPS CHECKED AND INSPECT ELT I.A.W FAR 91-207D, ALL CHECKS NORMAL, BATTERY DUE MAR 2018. C.W A.D 92-08-04 RUDDER TORQUE TUBE FITTING, NO CRACKS OR CORROSION NOTED. C.W 24-25-16R1 FUEL REGULATOR SHUTOFF VALVE FOR HEATER, NO DEFECTS NOTED. A.D'S SEARCHED THRU REV 2017-06 DATED 03/20/17. RUN-UP, MAG AND IGNITION SWITCH CHECKS GOOD, SEASONED IN BRAKE PADS I.A.W CLEVELAND BRAKE INSTRUCTIONS.



This Airframe serviced and inspected in accordance with an annual inspection. Ok for return to service. Scott Erickson AP36297041A

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: SH16-30602	
4. Organization Name and Address: FAA CRS #CM2R747K		5. Work Order/Contract Number: HANGAR 23, TULSA INT'L AIRPORT • TULSA, OKLAHOMA 74115		6. Status/Work:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	RELAY BOX	1B759-2	1	492	INSPECT
12. Remarks: Reference attached service shop report for work performed.					
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12: Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14c. Approval/Certificate No.:	
				CM2R747K	
				14d. Date (dd/mm/yyyy):	
				13 DEC 2016	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.					
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

PAGE TOTALS

NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number <i>SH16-30602</i>	
4. Organization Name and Address: FAA CRS #CM2R747K		AUTOPILOTS CENTRAL, INC. HANGAR 23, TULSA INT'L AIRPORT - TULSA, OKLAHOMA 74115		5. Work Order/Contract/Invoice Number: Same #3	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	COMPUTER	2030314C91A	1	1772 G	REPAIR
12. Remarks: Reference attached service shop report for work performed.					
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature: <i>Hubert Buehning</i>	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14c. Approval/Certificate No.: CM2R747K	
				14d. Name (Typed or Printed): HUBERT BUEHNING	
				14e. Date (dd/mm/yyyy): 21 DEC 2016	
User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005

AFTT

42A2.5

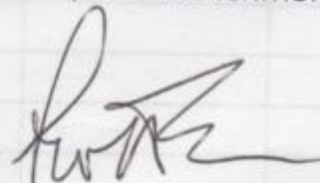
N123JW

AIRFRAME

04/10/2018 4290.4
AFTT

OPENED AIRFRAME. JACKED AIRCRAFT. REPAIRED INTAKE LEAK ON #1 CYLINDER RIGHT ENGINE. REPAIRED INTAKE LEAK AT #6 CYLINDER ON LEFT ENGINE. REPAIRED SOME CHAFFING ON BOTH AIR INTAKE DUCTS JUST PAST FILTERS. CHECKED ALT AIR DOORS FOR OPERATION AND SECURITY. RIGHT ENGINE TURBO MOUNT BRACKET BOLTS TIGHTENED AND RESAFETY. LUBED ENGINE TACH DRIVES. CHECKED AND LUBED ALL ENGINE AND CABIN CONTROLS. CLEANED AND GREASED GEAR. CHECK HYDRAULIC RESERVOIR. SWING GEAR THROUGH 3 FAULT FREE CYCLES. CHECKED WHEELS AND BRAKES. OPS CHECKED ALL LIGHTS. REPLACED ELT BATTERY WITH NEW AND TEST I.A.W FAR 91-207D, ALL CHECKS NORMAL. CHECKED HEATER FUEL SHUTOFF VALVE FOR PROPER OPERATION, NO DEFECTS NOTED. CUSTOMER NOTIFIED OF O2 BOTTLE INSPECTION CERT DUE. A.D'S SEARCHED THRU REV 2018-06 DATED 03/19/2018. RUN-UP, MAG AND IGNITION SWITCH CHECKS OK.

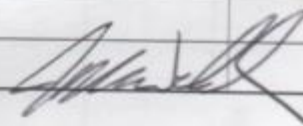
This Airframe serviced and
inspected in accordance with
an annual inspection.
Ok for return to service.
Scott Erickson AP36297041A



July 19/18

Replaced 3 - A76 batteries in Hoshins

Fuel computer & reprogrammed fillup valve



Date
Last
3191
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DATE	
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CARRIED FORWARD	
5 Sept 18	

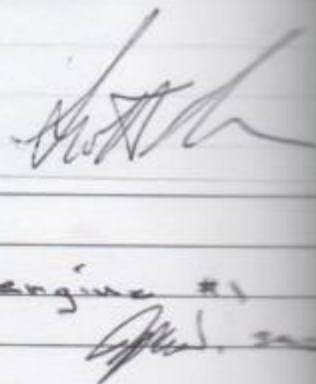
Where the user/installer performs work in accordance with the applicable FAA regulations, it is essential that the user/installer ensures that his/her airworthiness authority accepts the work. Statements in Block 13a and 14a do not constitute installation certification. In all cases aircraft may be flown only in accordance with the applicable FAA regulations by the user/installer before the aircraft may be flown.

FAA Forms 8130-3 (02-14)

N123JW
AIRFRAME
04/01/2019 4359.0 4359.0
TACH AFTT

OPENED AIRFRAME. JACKED AIRCRAFT. CLEANED AND GREASED ALL GEAR. CHECKED TIRE PRESSURES. REPLACED MAIN SHIPS BATTERY WITH NEW GILL G35 AND SERVICE AS REQUIRED. OPS CHECK AND INSPECT ELT I.A.W FAR 91.207D, ALL CHECKS NORMAL. BATTERIES DUE APRIL 2020. REPLACED INDUCTION AIR FILTERS WITH NEW BA-5705. TIGHTENED NOSEWHEEL BEARINGS. CHECKED MAG TIMING, NO CHANGES. OPS CHECKED ALL LIGHTS. OPS CHECKED AND LUBED ALL CONTROL CABLES, PULLEYS, AND CONTROL ATTACHMENT POINTS. CLEANED AND OPS CHECKED TRIM JACKSCREW. INSPECTED AND OPS CHECK DEICE SYSTEM. TOPPED OFF BRAKE HYDRAULIC RESERVOIR. SWING GEAR THROUGH 4 FAULT FREE CYCLES AND EMERGENCY EXTENSION. A.D'S SEARCHED THRU REV 2019-06 DATED 03/18/2019. AIRCRAFT TEST FLOWN AND ALL SYSTEMS CHECKED NORMAL.

This Airframe serviced and inspected in accordance with an annual inspection. Ok for return to service. Scott Erickson AIA



June 18/19	Replaced EGT probe Rt engine #1
Dec 17/19	Garmin 530W was returned to Garmin Factory after repair of terrain failure
July 26/20	Replaced EGT Probe Rt Eng #2

PAGE TOTALS

CARRY FORWARD to Top of Next Page

SERVICE BULLETINS
C/W 00-10

AD'S N/A

O/H MANUAL#
AAO1000



OF OKLAHOMA, INC.

FAA APPROVED REPAIR STATION

CRS# RV3R826L

2740 NORTH SHERIDAN ROAD - TULSA, OK 74115

TOLL FREE 800 255-9924 *PHONE 918 835-9924 *FAX 918 835-3681

P.O.#

SHIP VIA

OVERHAUL

REPAIR

EXCHANGE

SALE

MAINTENANCE TRAVELER

CUSTOMER TAILSPIN TOMMYS

WORK ORDER # 80-21-310 DATE: 2-22-21

Continental Fuel System TS10 360

Pump P/N 649368-26

Thr-Body Controller P/N

Manifold P/N

Nozzle P/N

Fuel Pressure Limiter P/N

Assemble IM

S/N 1183836B

S/N

S/N

FUEL LINES

S/N

Test IM

PART # & NAME

QTY

COST

NORMAL

PUMP

628178	SEAL	1
649198	SEAL	1
628311	SPRING	1
630979-14	ORING	1
630979-11	ORING	1
AS3578-016	ORING	2
630979-12	ORING	1
652090	GASKET	1
653746	GASKET	1
642644	DIAPHRAM	1
AAO4	DATA PLATE	1
2617-1	BLADES	1
657217	SEAL	1
626813	PIN	1
538600-3	washer	1
646448-1	washer	8
15485	Shift	1
646190	End cap	1

ALL THROTTLE BODY CONTROLS

PART # & NAME

QTY

COST

THR - BODY CONTROLS PARTS CON'T

MANIFOLD VALE ASSEMBLY

FUEL PRESSURE LIMITER

NOTES:

LABOR HOURS

MECHANIC Jim Ming

PARTS

LABOR

TOTAL

INSPECTOR Ken Shadden

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENTS)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							
JUN 23/21							REPLACE WIRE CLAMPS RT ENG #2

08/01/2021	4481.9
	AFTT

OPENED AIRFRAME. JACKED AIRCRAFT. REPLACED RIGHT MAIN TIRE AND TUBE WITH NEW OWNER SUPPLIED PART. REPACKED RIGHT MAIN BEARINGS. CLEANED AND GREASE MAIN GEAR AND NOSE. REMOVED RIGHT MAIN GEAR DOOR FOR REPAIR. REPAIRED RIGHT MAIN GEAR DOOR USING CARBON FIBER MATT AND RESIN. PAINTED AND REINSTALLED. SWING GEAR THROUGH 3 FAULT FREE CYCLES. OPS CHECKED GEAR HORN AND CHECKED GEAR LIGHTS, NO DEFECTS NOTED. REMOVE AND REPLACE RIGHT ENGINE TURBO CHARGER WITH O/H UNIT SUPPLIED BY OWNER. SEE A.I 99 TAG DATED JUNE 2 1986. REPAIRED BROKEN P-LEAD ON LEFT ENGINE. REMOVE AND CLEANED FUEL INJECTORS ON RIGHT ENGINE. OPS CHECKED ALL LIGHTS, STALL WARNING, AND PITOT HEAT. OPS CHECK AND LUBE ALL CONTROL CABLES, PULLEYS, AND CONTROL ATTACH POINTS. OPS CHECK AND LUBE ALL ENGINE AND CABIN CONTROLS. OPS CHECKED AND INSPECT ELT I.A.W FAR 91.207D, ALL CHECKS NORMAL. A.D'S SEARCHED THRU REV 2021-14 DATED 07/05/2021. ENGINES RUN-UP AND LEAK CHECKED. MANIFOLD PRESSURES CHECKED NORMAL FOR TURBO OPS. MAG AND IGNITION CHECKS GOOD. FLIGHT TESTS PERFORMED BY OWNER.

This Airframe serviced and inspected in accordance with an annual inspection. Ok for return to service.
Scott Erickson APC

I certify the transponder model # 6TX 345 have been tested and found to meet the requirements of FAR 91.413 and FAR 43 appendix F, and I certify the altimeter (X) and static system (X) have been tested to 35000' and found to meet the requirements of FAR 91.411 and FAR 43 appendix E on this date: 07 APR 2022

Altimeter Qty: 1
Encoder Qty: 1

N 123JW

Signed [Signature] for
Avionics Shop, Inc. FAA CRS FP4R188M
Tacoma Narrows Airport, Gig Harbor WA 98335

MUNRO AERO ENGINE (1983) LTD.

Hangar 5, 620 McTavish Rd. N.E., Calgary, Alberta T2E 7G6

D.O.T. App. No.

Nomenclature

TURBOCHARGER

Part No. 642721

Model or Type 325 E 10-1

Make

RAY

Serial No.

0097864

New

Overhauled

4856

Repaired

Modified

Previous Certification

The material, part, or component identified hereon has been inspected and tested, and is certified airworthy.

Date 02 JUNE 86

Inspector's Signature, Stamp

SERVICEABLE

ECTION, REPAIRS & REPAIRS

RT Eng #2

HT MAIN TIRE AND TUBE
 MAIN BEARINGS. CLEAN
 T MAIN GEAR DOOR FOR
 CARBON FIBER MATT AND

RESIN. PAINTED AND REINSTALLED. SWING GEAR THROUGH 3 FAULT FREE CYCLES. OPS CHECKED GEAR HORN AND CHECKED GEAR LIGHTS, NO DEFECTS NOTED. REMOVE AND REPLACE RIGHT ENGINE TURBO CHARGER WITH O/H UNIT SUPPLIED BY OWNER. SEE A.I 99 TAG DATED JUNE 2 1986. REPAIRED BROKEN P-LEAD ON LEFT ENGINE. REMOVE AND CLEANED FUEL INJECTORS ON RIGHT ENGINE. OPS CHECKED ALL LIGHTS, STALL WARNING, AND PITOT HEAT. OPS CHECK AND LUBE ALL CONTROL CABLES, PULLEYS, AND CONTROL ATTACH POINTS. OPS CHECK AND LUBE ALL ENGINE AND CABIN CONTROLS. OPS CHECK AND INSPECT ELT I.A.W FAR 91.207D, ALL CHECKS NORMAL. A.D'S SEARCHED THRU REV 2021-14 DATED 07/05/2021. ENGINES RUN-UP AND LEAK CHECKED. MANIFOLD PRESSURES CHECKED NORMAL FOR TURBO OPS. MAG AND IGNITION CHECKS GOOD. FLIGHT TESTS PERFORMED BY OWNER.

This Airframe serviced and
 inspected in accordance with
 an annual inspection
 Ok for return to service.
 Scott Erickson AP0020707A



I certify the transponder model # GTx 345 have been tested and found to meet the requirements of FAR 91.413 and FAR 43 appendix F, and I certify the altimeter 35000 and static system 35000 have been tested to 35000 and found to meet the requirements of FAR 91.411 and FAR 43 appendix E on this date 07 APR 2022

Altimeter Qty: 1Encoder Qty: 1N 123JW

Signed  for
 Avionics Shop, Inc. FAA CRS FP4R188M
 Tacoma Narrows Airport, Gig Harbor WA 98335