



CLOSED

AIRCRAFT LOG #1



AIRCRAFT LOG

PIPER AIRCRAFT CORPORATION

General Offices at
Vero Beach, Florida
U.S.A.

N9255B

Aircraft
Registration Number

Part No. 230 715

AIRCRAFT DESCRIPTION

Registration No.

N9255B 41

Model:

PA-46-350P

Popular Name:

MALIBU MIRAGE

Serial No.:

4622197

Type Certificate No.:

A2550

Colors:

⁷³⁷² WHITE @ RED ⁷⁷⁹⁶⁸ PEARL FAWN MET. ⁹²⁶⁵⁴ BLACK ⁴⁴⁴³⁵

Engine Manufacturer:

LYCOMING

Propeller Manufacturer:

HARTZELL

Original Engine Model:

TIO-540-AE2A

Original Propeller Model:

HC-I24R-1BF

Serial Numbers: Single

L-9602-61A

Hub or Serial Number: Single

~~H7210A~~

Left

Left

Right

Right

Blade Numbers

Left

H70899
H70897

Right

1995 MODEL

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|------------------------|-------------------|-------|--|-------------|
| | This Date | Total | | |
| JUN 19 '95 | Brought Forward → | 4.6 | HAVE INSPECTED THIS AIRCRAFT AND ISSUED A STANDARD AIRWORTHINESS CERTIFICATE DATED JUN 19 '95 FAR 21.183(a) PER 21.273. <i>[Signature]</i> FAA DOA SO-1 RICHARD L. MURDOCK THE ALTIMETER AND STATIC SYSTEM TEST REQUIRED BY FAR PART 91.411 HAVE BEEN PERFORMED. THE ALTIMETERS HAVE BEEN TESTED TO 35,000 FT. ON ILL 12/15/94 IRI 4/17/95 SIGNED <i>[Signature]</i> DATE JUN 19 '95 RICHARD L. MURDOCK | |
| | | | The ELT is installed per FAR 91.207. Battery replacement date 5/97 <i>[Signature]</i> D.O.A. No. SO-1 Piper Aircraft Corp. | |
| Total To Carry Forward | | 4.6 | RICHARD L. MURDOCK | |

Registration No.

N9255B

and Remarks

Signature

Certificate No.

The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.

ATC Transponder:

1. Make KING Model KT-71 S/N 1885

2. Make N/A Model N/A S/N N/A

Details of this inspection are on file at this facility under

S/N 4622197 Date 5/17/95

QA Inspector *Richard L. Murdock*

PIPER AIRCRAFT CORP.
VERO BEACH FLORIDA

RICHARD L. MURDOCK

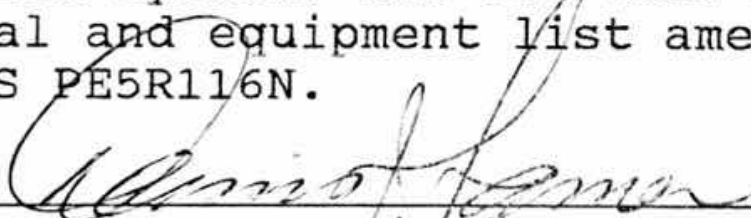
THE AUTOMATIC PRESSURE ALTITUDE
REPORTING EQUIPMENT TEST REQUIRED BY
FAR PART 91.217 HAVE BEEN PERFORMED THIS

DATE: 5/17/95 SIGNED: *Richard L. Murdock*
RICHARD L. MURDOCK

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | |
|------------------------|--|---------------|------------------|---------------------------------|
| | This Date | Total | | |
| JUN 19 '95 | Brought Forward → | 4.6 | | |
| | | | | |
| | The stall system computer is adjusted at the factory. Component changes require that the computer settings be checked and adjusted per Piper Process Specification (PPS) 60089-2 The settings for this aircraft are: | | | |
| | | STALL WARNING | Tipgrams + 1/2 | |
| | POWER | FLAPS | | TIP GRAMS ACTUAL SETTINGS |
| | OFF | Full Up 0° | | <u>+2.2</u> |
| | OFF | 10° - 20° | | <u>+1.5</u> |
| | OFF | Full Down 36° | | <u>-0.5</u> |
| | ON | Full Up 0° | | <u>+1.3</u> |
| | ON | 10° - 20° | | <u>+0.6</u> |
| | ON | Full Down 36° | | <u>-1.5</u> |
| | | | | |
| | | | | |
| Total To Carry Forward | | 4.6 | | |

Registration No. N9255B

| and Remarks | Signature | Certificate No. |
|---|-----------|-----------------|
| * * * * * | | |
| LOGBOOK ENTRY | | |
| PA46-350P N9255B 11/3/95 | | |
| INSTALLED: BF Goodrich WX-1000 WX | | |
| Detection system. Ref 337 this date. | | |
| WT & Bal and equipment list amended. | | |
| FAA CRS PE5R116N. | | |
| Signed  | | |
| For Denver Avionics Inc. | | |
| * * * * * | | |
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AIRFRAME

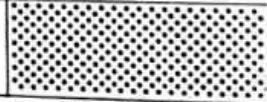
November 17, 1995

Hobbs: 19.5

N9255B

Loosened headliner, removed left glareshield, removed left interior side panels to gain access to OAT gauge. Removed defective OAT gauge and installed new gauge. Reassembled interior panels. Operational check good.

Total To
Carry Forward



Gerald F. Kusmider

Gerald F. Kusmider
A & P 523195989

For Aviation Sales, Inc.
W.O. No. 10646

AIRCRAFT LOG

AIRFRAME

January 12, 1996

Hobbs: 34.7

N9255B

Visually inspected nose gear. Performed a dye penetrant inspection on nose gear axle boss. No defects noted. Touched up paint as needed.

Gerald F. Kusmider

Gerald F. Kusmider
A & P 523195989

For Aviation Sales, Inc.
W.O. No. 10686

nce

AIRFRAME

January 19, 1996

Hobbs: 43.1

N9255B

Replaced bulb in fuel quantity gauge post light. Opera-

AIRFRAME January 19, 1996 Hobbs: 43.1 N9255B

Replaced bulb in fuel quantity gauge post light. Operational check good.

Serviced hydraulic reservoir with MIL-H-5606 hydraulic fluid.

Adjusted elevator trim cable tension to manufacturer's specifications. Operational check good.



Gerald F. Kusmider
A & P 523195989

For Aviation Sales, Inc.

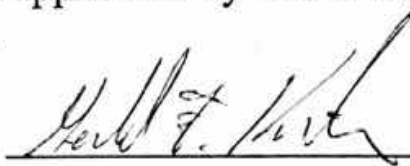
W.O. No. 10688

AIRFRAME April 5, 1996 Hobbs: 53.2 N9255B

Complied with Piper S.B. 990 by replacing all 6 seat belts.

Complied with Piper S.B. 994 by inspecting serial numbers and date codes on landing gear actuators.

Actuators are not applicable by date codes. No further action was taken.



Gerald F. Kusmider
A & P 523195989

For Aviation Sales, Inc.

W.O. No. 10713

and Remarks

Signature

Certificate No.

Registration No.

AIRFRAME July 10, 1996 Hobbs: 104.5 Total Time: 104.5 N9255B

Prop Total Time: 104.5

Performed an Annual Inspection using Piper checklist, Part No. 230-1085 and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 96-13M. See Airworthiness Directive Compliance Status Report.

Removed tachometer for recalibration by Bemm, Inc. (See Maintenance Release placed in the logbook.) Reinstalled tachometer after calibration. Operational check good after ground run and strobe check.

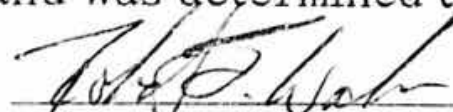
Rerigged alternate air door for proper seating as required. Operational check good after repairs.

Installed new right side brake shim.

Complied with Piper S.B. 995A, Part I, TIT gauge calibration. Compliance of Part II, TIT probe replacement, is due at Hobbs: 204.5. Operational check good after calibration.

Complied with Piper S.B. 993, KLN-90B GPS wiring modification per Kit No. 766-613 instructions provided. Operational check good after repairs. Test flight required. Owner/operator provided with test flight instructions.

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



Robert Walker, A & P 434333937 IA

For Aviation Sales, Inc.
W.O. No. 10789


icate No.

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|------|-------------------|-------|------------------|-------------|
| | This Date | Total | | |
| | Brought Forward → | | | |
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AIRFRAME October 10, 1996 Hobbs: 169.1 N9255B

Installed repaired lift transducer, Serial No. 343. (See Maintenance Release placed in the log book.) A test flight is required for system calibration.


 Robert S. Walker
 A & P 434333937

For Aviation Sales, Inc.
 W.O. No. 10821

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

Signature

Certificate No.

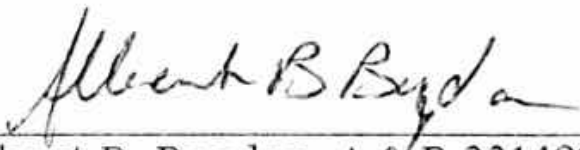
Transponder tests required by FAR 91.413 were performed this date and found to comply with FAR 43 apdx "F" Next certification due: JAN 1999
 Make KING model KT 71 SN 1885
 Details on file under JO# 21102
 Sign [Signature] Date 1-8-97
 Denver Avionics FAA CRS PE5R116N

Static system tests and inspections required by 91.411 were performed and found to comply with FAR 43 apdx "E" The system was tested to 35000 FT.
 Next cert due JAN 1999
 Details on file under JO# 21101
 Sign [Signature] Date 1-9-97
 Denver Avionics FAA CRS PE5R116N

PN KEA 150 SN 4002
 This ACTW2122 has been tested and certified to 35000 ft per FAR 91.411 in accordance with FAR 43 appendix "E" Next certification due: JAN 1999
 Details on file under JO# 21102
 Sign [Signature] Date 1-9-97
 Denver Avionics FAA CRS PE5R116N

PN 5934 PAN-3 SN 2K758
 This ACTW2122 has been tested and certified to 35000 ft per FAR 91.411 in accordance with FAR 43 appendix "E" Next certification due: JAN 1999
 Details on file under JO# 21102
 Sign [Signature] Date 1-9-97
 Denver Avionics FAA CRS PE5R116N

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|--|--|--------------|------------------|-------------|
| | This Date | Total | | |
| AIRFRAME | January 10, 1997 | Hobbs: 196.0 | | N9255B |
| | Tightened all armrest pivot screws. | | | |
| | Installed new linings on left and right brake. | | | |
| | Adjusted alternate air door to prevent linkage from travel over-center in accordance with Piper S.B. 961. | | | |
| | Installed new vacuum relief filters. | | | |
| | Replaced loose rivets as needed in right and left wing root fairings. | | | |
| | Repaired hole in cabin door seal with RTV. | | | |
| | Replaced forward door support cable. | | | |
| | Adjusted rudder rigging per maintenance manual. Set cable tension per the manufacturer's recommendations. Adjusted nose wheel alignment. | | | |
| | Adjusted aileron cable tension per the manufacturer's recommendations. Checked rigging after cables adjusted. | | | |
| | Reattached velcro strips to bottom of carpet with trim cement. | | | |
| | Install new nose door actuator to sequence valve hose. Operational and leak check good after repairs. | | | |
|  Albert B. Bagdon, A & P 331488915 | | | | |
| Aviation Sales, Inc. W.O. No. 10942 | | | | |

Registration No. _____

and Remarks

Signature

Certificate No.

AIRFRAME January 10, 1997 Hobbs: 196.0 N9255B

Installed new lamp for right aft nav light. Operational check good.

Complied with Piper S.B. 964 B, Part I, by installing 2 new hydraulic power pac switches. Operational test and leak check good after repairs.




Robert S. Walker
A & P 434333937

For Aviation Sales, Inc.
W.O. No. 10942

AIRCRAFT LOG

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

AIRFRAME January 10, 1997 Hobbs: 196.0 N9255B
 Complied with Piper S.B. 995 A, Part II, by installing a
 new TIT probe. Operational check good after repairs.


 Robert S. Walker
 A & P 434333937

For Aviation Sales, Inc.
 W.O. No. 10942

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

Registration No. _____

and Remarks

Signature

Certificate No.

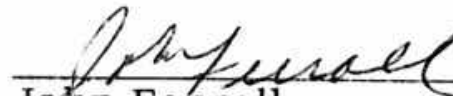
AIRFRAME January 10, 1997 Hobbs: 196.0 Total Time: 196.0 N9255B

Performed an Annual Inspection using Piper checklist, Part No. 230-1085, and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 97-01M. See Airworthiness Directive compliance status report.

Resealed #1 aft fuel panel in left wing. Leak check good after repairs.

Stall warning ground test good. Owner/operator notified that a flight test is required for lift computer calibration.

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


John Ferrall
A & P 520062130 IA

For Aviation Sales, Inc.
W.O. No. 10942

Performed Test Flight & Operational Check of
Stall Warning System

 2052316

AIRFRAME February 17, 1997 Hobbs: 196.5 **N9255B**
Disassembled right brake caliper for overhaul. Honed piston cylinder walls, bench bled caliper, replaced o-rings, bled brake line and toe brake cylinder. Filled reservoir. Operational and leak checks good.
Removed battery for servicing. Cleaned, filled electrolyte, charged and reinstalled.
Reattached loose carpet panel to lower door section with trim adhesive.

Albert B. Bagdon

Albert B. Bagdon
A & P 331488915

For Aviation Sales, Inc.
W.O. No. 10994

IRC

AIRFRAME March 4, 1997 Hobbs: 202.4 **N9255B**
Removed the engine cowl. Installed new clip on right intercooler.
Reinstalled the engine cowl.


John Ferrall

John Ferrall A&P 520662130

For Aviation Sales, Inc.
W.O. 11000 & 11000A

tenance

Registration No. _____

| and Remarks | Signature | Certificate No. |
|---|--|-----------------|
| | | |
| AIRFRAME July 11, 1997 Hobbs: 258.2 N9255B Installed a new lift detector, Serial No. 467. Installed a repaired lift computer, Serial No. 282. (See Piper Maintenance Release placed in the log book.) Calibrated lift computer to Piper specifications during a flight. | | |
| | | |
| | | |
| | <div data-bbox="741 714 1415 837"> John Ferrall, A & P 520662130</div> | |
| | | |
| For Aviation Sales, Inc. W.O. No. 11140 7-11-97 | | |
| Performed Test flight + Operational Check of stall warning system L. Leonick 523947799 | | |
| | | |
| | | |

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|------|---------------|-------|---------------------|-------------|
| | This Date | Total | | |

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LOGBOOK ENTRY

PA46-350P

N9255B

7/29/97

Removed the BFG WX-1000 Display and processor for service. WT & Balance amended. Details recorded on Job Order #22127 FAA CRS PE5R116N.

Signed

Chris J. Lamer
For Denver Avionics Inc.

* * * * *

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

Registration No. _____

and Remarks

Signature

Certificate No.

AIRFRAME September 11, 1997 Hour Meter: 294.2

N9255B

Total Time: 294.2 Prop Total Time: 294.2

Performed an 100 Hour Inspection using Piper checklist, Part No. 230-1085, and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 97-18. See Airworthiness Directive compliance status report.

Cleaned oil pressure ground connection and oil temperature ground connections.

Replaced both main tires and installed new brake disks and linings. Performed break-in procedures for new brakes.

Tightened armrests on cabin and cockpit seats.

Sealed hole in cabin door seal with RTV.

Installed a new right wing tip taxi light lamp.

Replaced ELT battery. Next battery expiration date is September, 1999.

Inspected wiring and installed chafe guard sleeve per Piper S.B. 1000.

Inspected steering arm per Piper S.B. No. 1001. Washers are installed. No further action is required.

Checked and adjusted main wheel alignment as needed.

Adjusted right aft seat back control.

I certify that this aircraft has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition.

For Aviation Sales, Inc.

W.O. No. 11185



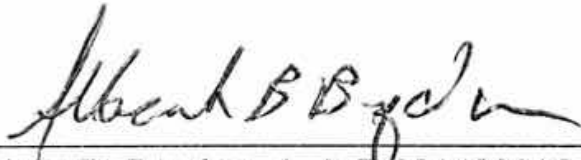
Merle R. Smith, A & P 585366935 IA

AIRCRAFT LOG

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

AIRFRAME September 11, 1997 Hour Meter: 294.2 **N9255B**

Complied with Piper S.B. 999 by installing shoulder harness bracket modification kit, Part No. 766-638.


 Albert B. Bagdon, A & P 331488915

For Aviation Sales, Inc.
W.O. No. 11185

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

AIRFRAME

August 25, 1997 Hobbs: 292.6 N9255B

Installed new connector in air conditioning compressor clutch wiring.
Operational check good.

Albert B. Bagdon

Albert B. Bagdon
A & P 331488915

For Aviation Sales, Inc.
W.O. No. 11179

AIRFRAME

August 25, 1997 Hobbs: 292.6 N9255B

Replaced o-rings on brake cylinder pistons on both mains. Honed brake cylinder walls, bled brakes. Replaced shims on both brakes. Serviced the brake reservoir with fluid.

Albert B. Bagdon

Albert B. Bagdon
A & P 331488915

For Aviation Sales, Inc.
W.O. No. 11179

Certificate No.

AIRFRAME January 16, 1998 Hobbs: 324.3 **N9255B**

Installed a second Hobbs meter. (See FAA Form 337 for details.) The second Hobbs meter reads 0.0 hours.

Replaced o-rings in left fuel sump drain valve. Leak check good after repairs.



Gerald F. Kusmider, A & P 523195989

For Aviation Sales, Inc.
W.O. No. 11193

CRAFT LOG

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LOGBOOK ENTRY

8/13/97

Piper Model PA46-350P N9255B

Reinstall WX-1000+ components:

PN 78-8060-5900-8 SN JSD09502617

PN 78-8051-9160-4 SN JXP08502493

Installed and tested per BFG manual

#78-8051-9150-5. Details recorded

on JO #22127 FAA CRS PE5R116N.

Signed



For Denver Avionics Inc.

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Registration No. _____

te No.

AIRFRAME

February 23, 1998

Tach: 325.4

N9255B

Performed an Annual Inspection using Piper checklist, Part No. 230-1085, and FAR 43, Appendix D. Airworthiness Directive Compliance checked through Revision 98-03. See Airworthiness Directive compliance status report.

Replaced the forward cable on the cabin door and adjusted it, in accordance with the manufacturer's instructions.

Replaced a broken terminal on the propeller deice wire. Operational check good after repair.

Repaired a crack in the right forward cowl by installing a patch inside the upper surface.

Repaired a broken wire to the Freon compressor clutch.

Repaired a crack in the right forward engine baffling and replaced a sheared rivet.

Repaired cracks in the induction air box as needed.

Adjusted the alternate air door linkage in accordance with Piper S.B. 852.

Cleaned and lubricated the nose tire up roller.

Replaced the central gyro filter and vacuum relief valve filter.

Reglued the emergency exit door seal as needed.

Replaced four loose rivets on the lower wing root skins.

Disassembled, cleaned, and reassembled the right main landing gear strut with new seals. Serviced strut in accordance with the manufacturer's instructions.

Page 1 of 3

AIRCRAFT LOG

AIRFRAME (cont'd)

February 23, 1998

Tach: 325.4

N9255B

Replaced the right main landing gear actuator hoses with new hose assemblies. Leak check good after installation.

Replaced an o-ring on the left main landing gear actuator "down" fitting. Leak check good after replacement.

Adjusted the rudder cable tension to the manufacturer's specifications. Operational check of the rudder rigging and nose gear steering good after adjustments.

Replaced the seals on both fuel caps.

Reinstalled loose nut-serts on the right wing as needed.

Fabricated a new door open/close placard and installed it on cabin door.

Reinstalled a missing screw on the flap limit switch bracket. Operational check good after adjustment.

Removed, cleaned, and reinstalled the outflow and safety valves.


Cleaned, adjusted, and lubricated the pilot's seat vertical adjustment mechanism.

Removed, disassembled, cleaned, reassembled, tested, and reinstalled both pneumatic deice valves in accordance with B.F. Goodrich S.B. D84-01, per 400-hour requirement. Operational test of the deice boots good after reinstallation of valves.

Complied with Piper S.B. 1012 (Lycoming S.B. 531) by inspection of the turbochargers and tail pipes. No discrepancies noted.



Registration No. _____

| and Remarks | Signature | Certificate No. |
|---|---|-----------------|
| AIRFRAME (cont'd) Defueled aircraft. Removed three fuel tank access panels from the right wing and four panels from the left wing. Inspected the fuel tanks per the two-year/500-hour requirement. No discrepancies noted. Reinstalled the fuel panels and touched up the paint. Leak check good after refueling. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. |  Gerald F. Kusmider A&P 523195989 IA | N9255B |
| For Aviation Sales, Inc. W.O. No. 11327 | | Page 3 of 3 |

| | | |
|-----------------|----------------|--------------|
| AIRFRAME | March 13, 1998 | Hobbs: 327.8 |
|-----------------|----------------|--------------|

N9255B

Carry Forward

Complied with Piper S.B. 1014 by replacement of 100 amp battery power fuse with 250 amp fuse. Operational check good.

[Signature]

Patrick Vaughan
A & P 23560774

For Aviation Sales, Inc.
W.O. No. 11348

[illegible]

AIRFRAME March 13, 1998 Hobbs: 327.8

N9255B

Removed right gear actuator, Serial No. 389M. Installed overhauled actuator, Serial No. 357MA. (See Maintenance Release placed in the log book.) Serviced reservoir. Operational and leak check good.

John Small

John Ferrall

K & P 520662130

For Aviation Sales, Inc.
W.O. No. 11348

aintenance

AIRFRAME July 13, 1998 Hobbs: 4253

N9255B

Complied with A.D. 98-04-26 by revision of Aircraft Flight Manual per Paragraphs (a)(1) and (a)(2).

Replaced pilot seat lock cable with new cable assembly.

Installed and balanced new tire on nose wheel.

Installed shims at main gear trunnions to correct clearances in accordance with Piper Maintenance Manual.

Installed new brake linings on both main gear calipers.

Replaced deteriorated shims on both calipers.

For Aviation Sales, Inc.

W.O. No. 11453

Blank B.B. 29 Dec

Albert B. Bagdon, A & P 331488915

[illegible]

AIRCRAFT LOG

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

AIRFRAME

July 13, 1998

Tach: 425.3

N9255B

Removed pinched emergency exit door seal and installed new emergency exit door seal.

Merle R. Smith

Merle R. Smith

A&P 585366935

For Aviation Sales, Inc.

Work Order No. 11453

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

Registration No. _____

AIRFRAME

July 13, 1998

Tach: 425.3

N9255B

No. _____

Performed a 100-Hour Inspection using Piper Checklist, Part No. 230-1085, and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 98-13M. See Airworthiness Directive Compliance Status Report.

Installed new nose gear trunnion and barrel.

Installed new bolt and spacer in right, forward baffle.

Installed new Freon compressor bracket.

Installed new bulb in left navigation light.

Installed repaired nose door actuator, Serial No. 680. (See Maintenance Release placed in the log book.) Leak check good.


Complied with Piper S.B. 1017 by modification of existing alternator regulator wiring.

Installed new Vacuum regulator filters.

Adjusted vacuum regulators to manual specifications.

Installed new aft hose to nose gear sequence valve.

I certify that this aircraft has been inspected in accordance with a 100-Hour Inspection and was determined to be in airworthy condition.





John Ferrall

A&P 520662130

For Aviation Sales, Inc.

Work Order No. 11453

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|--|--|-------|--|---------------|
| | This Date | Total | | |
| AIRFRAME September 10, 1998 | | | Hobbs: 451.6 | N9255B |
| Removed and replaced the defective passenger squelch potentiometer. Operational check good. | | | | |
| | | |  Thomas C. Fulton A&P 170422335 | |
| For Aviation Sales, Inc. Work Order No. 11506 | | | | |
| | | | | |
| AIRFRAME November 30, 1998 | | | Tach: 506.5 | N9255B |
| Installed a new T.I.T. probe. Operational check good. | | | | |
| | | |  John Ferrall A&P 520662130 | |
| Total To Carry Fc | For Aviation Sales, Inc. Work Order No. 11576 | | | |

Registration No. _____

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



**DUNCAN
AVIATION, INC.**

N9255B
Rocky Mountain Straight Flight

PA 46-350P
4622197

August 13, 1999

Certify aircraft altimeter systems IAW FAR 91.411.

This aircraft's altimeter systems and altitude reporting equipment have been inspected in accordance with FAR part 43 appendices E and F to comply with FAR 91.411.

| | | | |
|---|----------------|---------|-----------|
| Pilots Altimeter | PN: 5035PB-P57 | MN: 35K | SN: 26776 |
| Tested to 35,000 ft. on Centennial Instruments WO: 0026 | | | |
| Copilots Altimeter | PN: 5934PAD-3 | MN: N/A | SN: 2K758 |
| Tested to 35,000 ft. on Centennial Instruments WO: 0027 | | | |

Certify both transponder systems IAW FAR 91.413.

This aircraft's ATC transponder systems have been tested and inspected IAW FAR part 43 appendix F to comply with FAR 91.413.

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|-------------|--------------------|-----------|----------|
| Transponder | PN: 066-01141-5101 | MN: KT-71 | SN: 1885 |
|-------------|--------------------|-----------|----------|

I certify that only the above described maintenance was accomplished and inspected, in accordance with manufacturer's specifications and current Federal Aviation Administration regulations, is airworthy and is approved for return to service. Pertinent details of the work performed are on file at this Repair Station under Work Order KZMAA.

Inspected by:
CRS # JG7D076J

for Duncan Avionics: Englewood, CO 80112

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AIRCRAFT LOG



LOG ENTRY

REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 8/18/99 TOTAL TIME: 517.8 TACH TIME: 517.8

(N9255B)- Performed the following repairs on the aircraft airframe: 1) Removed the following components to facilitate repairs: Interior furnishings, floorboards, left and right ailerons, left and right flaps, left and right elevators, rudder, vertical stabilizer, nose strut assembly, wing root fairings, left and right main landing gears, and nose gear doors; 2) Removed horizontal stabilizer assembly, installed new Piper replacement P/N:83404-002 stabilizer assembly and replaced extruded molding with P/N:63186-036,-035; 3) Removed wing assembly, installed new replacement Piper P/N:89640-002 assembly, transferred all original wing components, and controls to replacement wing. Reference FAA form 337 dated 8/18/99; 4) Contracted NDE Services to perform a eddy current inspection on fuselage of aircraft, reference W.O.#99-684-138 for details; 5) Replaced right wing to body fairing with new P/N:84664-003; 6) Replaced horizontal stabilizer de-ice boots, left P/N:27S7D5164-05 and right P/N:27S7D5164-06 and wing de-ice boots, left P/N:27-7D5164-11 and right P/N:27S7D5164-2 in accordance with BF Goodrich Aerospace supplied instructions; 7) Replaced radar pod mount angle on lower right wing with new P/N:103030-004; 8) Replaced left and right wing tip lenses with new P/N:82244-002,-003; 9) Reinstalled all removed flight components, rigged, and operationally checked in accordance with Piper PA46-350P maintenance manual; 10) Removed auto pilot roll servo for bench check, reference Denver Avionics W.O.#J26407. Reinstalled: 11) Swung stand by compass; 12) Leak checked and verified fuel quantity calibration. All repairs were accomplished using the Piper PA46-350P maintenance manual, P/N:761-783 revised July 1, 1998, and referencing practices in AC43.13 1B, dated September 8, 1998. Inspected the above repairs after completion and found them to be in an airworthy condition.

Harry M Grington, IA 207469793, Rocky Mountain Straight Flight

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| Total To Carry Forward | | | | |

Registration No. _____



LOG ENTRY

REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 8/18/99 TOTAL TIME: 517.8 TACH TIME: 517.8

(N9255B)-Performed an Annual/100 hour inspection this date on the aircraft airframe in accordance with FAR 43, Appendix "D", and referencing the inspection check list as a guide: 1) Complied all A.D.'s through this date; 2) Installed new ELT battery pack with P/N:110-4 in accordance with FAR 91.207. ELT battery expiration date September, 2001; 3) Replaced air filter with new P/N:561-020; 4) Replaced eight brake linings with new P/N:761-197; 5) Secured loose wire on back of cabin fan; 6) Removed fuel sump bowl and replaced the following o-rings and seals:P/N:AN123992, P/N:752-517, P/N:751-898. Dressed out minor nicks on surface of bowl and reinstalled, leak checked normal; 7) Removed both pilot and co-pilot altimeters and sent out to Centennial Aircraft Instruments, reference W.O.#0026 & 0027. Installed altimeters and Duncan Aviation performed 91.411 and 91.413 certification under W.O.#KZMAA; 8) Installed new o-ring in right wing header tank drain with new P/N:MS29513-001 and P/N:752-641; 9) Installed new AMP connector on hobbs meter power wire; 10) Serviced aircraft air-conditioning system with 3lbs. freon; 11) Cleaned and lubricated aircraft, serviced brake and hydraulic reservoirs, and battery fluids. Referenced PA46-350P maintenance manual, P/N:761-783, revised July 1, 1998.

A.D.99-15-04"Temp Probe Calibration"-Due at 617.8 hours.

I certify that this aircraft has been inspected in accordance with an Annual/100 hour inspection and was determined to be in an un-airworthy condition until the following discrepancies have been repaired: 1) Stall warning in-operative; 2) Aircraft requires weighing.

Harry M Grinton
Harry M Grinton, IA 207469793, Rocky Mountain Straight Flight



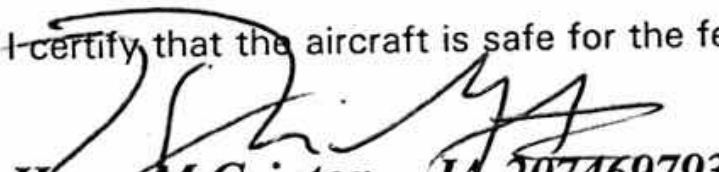
LOG ENTRY

REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 08/20/1999 TOTAL TIME: 517.8 TACH TIME: 517.8 HOBBS

To relocate the aircraft to perform complete paint job. This ferry flight log entry is accompanied with (FAA SPECIAL FLIGHT PERMIT) dated August 19, 1999 for flight from Centennial Airport in Englewood, Colorado, (APA), direct to Cheyene, Wyoming, (CYS).

I certify that the aircraft is safe for the ferry flight from APA-CYS per the requirements of the ferry permit.


Harry M Grinton, IA 207469793, Rocky Mountain Straight Flight



LOG ENTRY

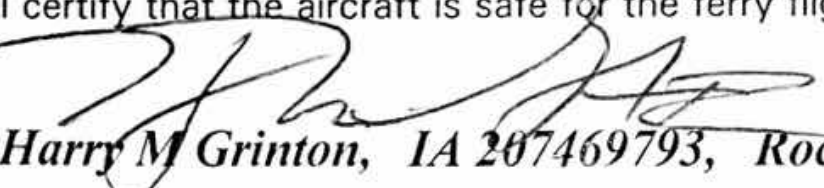
REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 09/03/1999 TOTAL TIME: 518.4 TACH TIME: 518.4 HOBBS

To relocate the aircraft for maintenance. This ferry flight log entry is accompanied with (FAA SPECIAL FLIGHT PERMIT) dated September 2, 1999 for flight from Cheyenne, Wyoming, (CYS) direct to Centennial Airport in Englewood, Colorado, (APA).

CYS-APA ¹¹⁶

I certify that the aircraft is safe for the ferry flight from ~~APA-CYS~~ per the requirements of the ferry permit.


Harry M Grinton, IA 207469793, Rocky Mountain Straight Flight



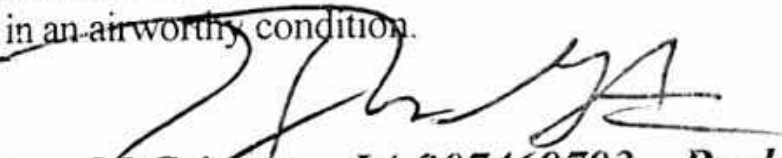
LOG ENTRY

REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 9/09/99 TOTAL TIME: 519.2 TACH TIME: 519.2

(N9255B)-Performed the following to the aircraft airframe: 1) Installed manufactured re-certified Lift transducer P/N:C-52807-2 and stall flight computer P/N:C-52806-2. Reference Safe Flight Instrument Corporation W.O.#507969; 2) Aircraft was weighed, new weight and balance has been amended and entered into flight manual; 3) Test flight required.

All repairs were accomplished using the standard practices in AC43.13 1B, dated September 8, 1998, and referencing the practices in the Piper PA46-350P series manuals. RMSF has inspected the above repairs after completion and found them to be in an airworthy condition.


Harry M Grinton, IA 207469793, Rocky Mountain Straight Flight

TEST FLEW AIRCRAFT IN ACCORDANCE WITH

PROVISIONS SET FORTH AS STATED ABOVE

DATE 9/9/99 TOTAL TIME 519.7 TACH 519.7

Ken Bonds ATP 523137475

AIRCRAFT LOG

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



LOG ENTRY

REPAIR STATION #: OMKR399L
13000 E. CONTROL TOWER RD.
BOX K-12 ENGLEWOOD, CO 80112
(303) 799-8906

DATE: 9/23/99 TOTAL TIME: _____ TACH TIME: 523.5

(N9255B)-RMSF has completed the following to the aircraft airframe: 1) Located and reattached open/close indicator flag in original position. No change in rigging, operations checked normal; 2) Adjusted forward right passenger seat recline linkage for proper operations.

All maintenance was accomplished referencing the standard practices in AC43.13 1B, change dated September 8, 1998, and using the practices in the Piper PA-37-350P Malibu maintenance manuals. RMSF has inspected the above maintenance after completion and found them to be in an airworthy condition.

Matthew Carlson A&P 523902420
Matthew Carlson, A&P 523902420, Rocky Mountain Straight Flight

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Registration No. _____

and Remarks

Signature

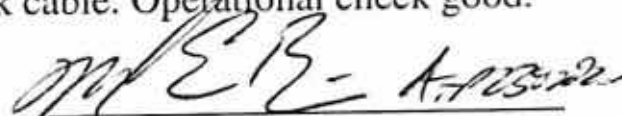
Certificate No.

AIRFRAME November 10, 1999 Hour Meter: 564.2 **N9255B**

Properly secured right aft seat back cable. Operational check good.

For Aviation Sales, Inc.

W.O. No. 11846



Mark E. Biron, A & P 2387920

AIRFRAME February 18, 2000 Hobbs: 589.8 **N9255B**

Removed and replaced both left and right main gear tires. Repacked wheel bearings.

Installed new pressure plate and brake linings on both left and right brakes.

Installed new pitot heat mast connector.

For Aviation Sales, Inc.

W.O. No. 11967



Max D. Kleinschrodt, A & P 476802692

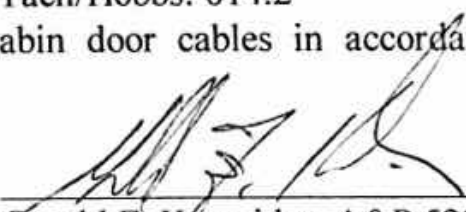
AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|------|-------------------|-------|---------------------|-------------|
| | This Date | Total | | |
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AIRFRAME April 26, 2000 Tach/Hobbs: 614.2 **N9255B**

Removed and replaced both cabin door cables in accordance with manufacturer's instructions.

For Aviation Sales, Inc.
W.O. No. 12051


Gerald F. Kusmider, A&P 523195989

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Registration No. _____

AIRFRAME April 7, 2000 Hobbs: 611.8

N9255B

No. _____

Performed an Annual Inspection using the Piper checklist, and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2000-07.

Installed new vacuum relief valve filters.

Complied with Piper S. B. 1034 installing of diodes on battery contactor.

Complied with Lycoming S. B. 534 and Piper S. B. 1024, by installing new left and right turbo oil drain tanks.

Complied with Piper S. B. 1021 control wheel quadrant by installing Piper kit #766-654.

Complied with Piper S. B. 1020 Artex ELT inspection.

Complied with Piper S. B. 1012 by inspection of turbo chargers.

Complied with AD 99-15-04 temperature probe calibration next due at hobbs 861.8.


Removed and replaced the nose gear door actuator. Installed serial number 589 and rigged per the manufacturers instructions. Operational and leak check good.

Installed new clamp on fuel pressure switch bracket.


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

For Aviation Sales, Inc.

W.O. No. 12002 and 12053

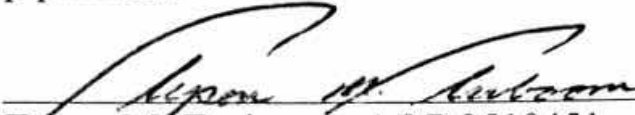

Max D. Kleinschrodt, A&P 476802692 IA

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
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| | This Date | Total | | |
| | Brought Forward | | | |
| | AIRFRAME July 18, 2000 Tach/Hobbs: 637.8 N9255B | | | |
| | Resealed left and right brake calipers with new o-rings, replaced left and right brake pads with new. Bled the brakes. | | | |
| | Serviced all tires with air to manufacturer's specifications. | | | |
| | For Aviation Sales, Inc. | |  A&P 2387920 | |
| | W. O. No. 12170 | | | |
| | | | Mark E. Biron, A&P 2387920 | |

AIRFRAME October 25, 2000 Total Hobbs: 663.5 **N9255B**
 Removed and replaced left fuel quantity transmitters. Installed "matched" set, Part No. 766-673, Serial Nos. 1346 inboard and 1155 outboard. Resealed access panels. Calibrated system per the manufacturer's recommendations. Painted access panels. Ground run and operational check good.
 Adjusted hydraulic actuator at right rear seat. Recline operational check good.
 Reattached co-pilot's arm rest.
 Fuel caps keyed to door and left fuel cap painted.

For Aviation Sales, Inc.
 W.O. 12317


 Tyson M. Teeboom, A&P 2510451

AIRFRAME

May 10, 2001 Hobbs: 699.8

N9255B

= Replaced main gear actuator upline, left and right, with new. Functionally checked gear and leak checked with satisfactory results.

= Replaced nose gear door actuator hose with new. Functional and leak checked gear with satisfactory results.

- Replaced spring plunger and latch on left cabinet drawer. Filled screw holes on drawer so screws would hold latch.

- Tightened number two alternator drive belt per the Piper service manual.

- Replaced left and right upper torque link bearing, bolt and nut.

- Removed nose gear door sequence valve. Cleaned, resealed and reinstalled. Operational and leak check good.

- Replaced lamps as needed in back lighting of switch rockers. Operational check good.

- Removed engine cowling. Fabricated doubler for forward center baffling above airbox. Secured with AN470RD4 rivets. Reinstalled engine cowling.

- Tightened left wing flap bellcrank pivot bolts and safetied with cotter pins. Operational check good.

For Aviation Sales, Inc.
W.O. 12599


Larry D. Qualls, A&P 2228865

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Registration No. _____

Certificate No. _____

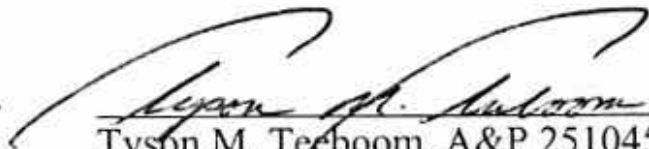
AIRFRAME September 12, 2001 Total Hours: 791.3 **N9255B**

Changed right main tire and tube. Cleaned and greased wheel bearings.
Serviced all tires with air and checked tightness of valve cores.

Rerouted magneto ignition leads to prevent chaffing on vacuum pump.

Replaced right main brake insulator shim. Removed corrosion from brake bolts.

For Aviation Sales, Inc.
W.O. 12828


Tyson M. Teeboom, A&P 2510451

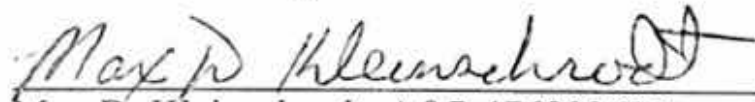
AIRFRAME November 9, 2001 Total Time: 824.1 **N9255B**

Repaired copilot armrest and reinstalled.

Replaced cowl fasteners with stainless steel fasteners.

Replaced storm window seal. Leak check good.

For Aviation Sales, Inc.
W.O. 12916


Max D. Kleinschrodt, A&P 476802692

AIRCRAFT LOG

C

Maintenance

AIRFRAME November 13, 2001 Hobbs: 826.2 **N9255B**

Adjusted idle speed and mixture per manufacturer's specifications.

Complied with AD 99-15-04 by installing new TIT probe. Next due at Hobbs 1076.2.

Removed and installed new storm window on pilot's side. Leak check good.

For Aviation Sales, Inc.
W.O. 12959

Max D. Kleinschrodt
Max D. Kleinschrodt, A&P476802692

Date: 1/31/2002

Hobbs: 841.6

TTAF: 841.6

Aircraft Log
PA46-350P

N9255B

Aircraft SN: 4622197

MAINTENANCE RELEASE: This aircraft, airframe, aircraft engine, propeller or appliance identified below was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. All work was performed in accordance with applicable aircraft, engine and or appliance maintenance manuals and instructions. Pertinent details are on file at the repair station office.

Replaced landing light bulb, PN GE4596. Set strut height & tire air pressure. WO 14657

Signature

John Benson

ECWR470D

Sun Aviation, Inc. Municipal Airport, Vero Beach, FL 32961 (561) 562-9257

Total to

Carry Forward



Registration No. _____

and Remarks

AIRFRAME February 26, 2002 Hobbs: 868.7

N9255B

Certificate No.

Adjusted left wing fuel cap for proper engagement.

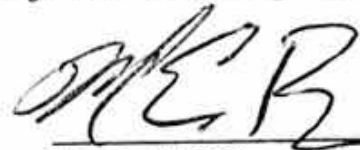
Removed existing turn coordinator, Serial No. 9503-16, and installed overhauled unit, Serial No. 9506-19. (See Maintenance Release from The New Piper Aircraft, Inc., dated 3-27-07 placed in the aircraft records.)

Cleaned and lubricated left aft seat back catch. Operational check good.

Cleaned cabin door seal and adjusted seal for proper fit.

For Aviation Sales, Inc.

W.O. No. 13146

 - ~~AP 2387920~~

Mark E. Biron, A & P 2387920

AIRFRAME February 13, 2002 Total Time: 857.9 **N9255B**

Removed and replaced left wing strobe unit. Operational check good.

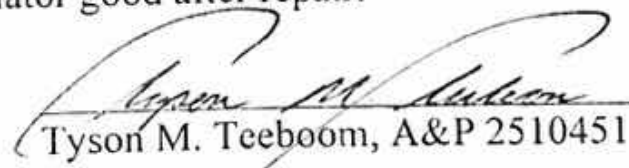
Installed a new terminal on the propeller brush block assembly. Checked brush block for wear in accordance with maintenance manual and found to be within limits. Adjusted slip ring/brush block clearance. Operational check good.

Installed a new left fuel cap. Painted fuel cap to match aircraft.

Installed new bolt on forward right baffle assembly. Resealed alternator and set belt tension per the manufacturer's specifications. Operational check of alternator good after repair.

For Aviation Sales, Inc.

W.O. 13121, 13180


Tyson M. Teeboom, A&P 2510451

AIRFRAME

April 20, 2002

Total Time: 906.0

N9255B

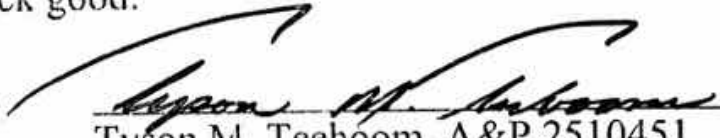
Adjusted propeller governor for engine rpm to manufacturer's specifications.

Date

Replaced left and right main brake linings and brake discs in accordance with maintenance manual. Replaced left and right brake shims. Operational check good.

Maintenance

For Aviation Sales, Inc.
W.O. 13219


Tyson M. Teeboom, A&P 2510451

AIRFRAME


May 9, 2002

Total Time: 945.0

N9255B

Removed lift detector, Serial No. 467. Installed repaired lift detector, Serial No. 814. (See FAA Form 8130-3 from Safe Flight Instrument Corporation, dated 1/24/02, placed in the aircraft records.) Operational check good.

For Aviation Sales, Inc.
W.O. 13270


Ronald C. Gish, A&P 523046946

Total To
Carry Forward

Registration No. _____

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ificate No.

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LOGBOOK ENTRY

Date 6-23-81

Piper Model PA-46-350P Reg #N9255B

Installed Garmin GNS-530, GNS-430, GMA-340 and Sandel SN3308 EHSI. Removed

King dual KX-165, KLN-90B and KMA-24

systems per 337 this date. WT & Bal

& equipment list amended. Refer to 337

this date for Continued Airworthiness

instructions FAA CRS PE5R116N.

Signed

Robert H. Hume
For Denver Avionics Inc.

* * * * *

AIRCRAFT LOG

Maintenance

LOGBOOK ENTRY Date: 1-30-01

Piper Model PA46-350P Reg N9255B

The Garmin GNS-530 GPS system has been approved for IFR En Route, Terminal and non-precision Approaches per 337 this date. Refer to 337 this date for Continued Airworthiness instructions

FAA CRS PE5R116N.

Signed [Signature]

For Denver Avionics Inc.

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Registration No. _____

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AIRFRAME December 4, 2002 Hobbs Time: 989.7 Total Time: 989.7 **N9255B**
Propeller Total Time: 989.7

Performed an Annual Inspection using a Piper PA46-350P checklist and FAR 43, Appendix D.
Airworthiness Directive compliance checked through Revision 2002-23.

Removed ELT transmitter, Serial No. 54737 and installed new part, Serial No. 68659. ELT battery replacement date is 01/05.

Complied with 100 hour vacuum relief valve filter replacement. .

Complied with Piper S.B. 1048, stainless steel control cables by lubricating cables with Aeroshell 33 per service bulletin instructions.

Complied with Piper S.B. 1060, brake pedal binding by removing spring washers per service bulletin instructions.

Complied with Piper S.B. 1075, steering horn modification per service bulletin instructions.

Complied with Piper S.B. 1103, engine mount inspection, Part 1 by performing the 100 hour inspection. No discrepancies noted.

Removed aircraft battery, Serial No. G01775305 and installed new, Serial No. G02050646.
Operational check good.

Replaced copilot shoulder harness inertia reel assembly with new.

Replaced nose tire tube with new part and balanced wheel assembly.

Replaced left fuel tank sump drain with new. Leak check good.

Replaced vacuum system central air filter with new.

Cleaned and repacked all wheel bearings with Aeroshell 22 grease.

AIRCRAFT LOG

Carry forward

PN KEA130A-05 SN 4002

This enc. altimeter has been tested and certified to 35,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E" Next certification due: November 2004. Details on file under JO# 32200. Sign [Signature] Date 11-20-02.

Denver Avionics FAA CRS PE5R116N

PN 5934PAD-3 SN 2K758

This altimeter has been tested and certified to 35,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E" Next certification due: November 2004. Details on file under JO# 32200. Sign [Signature] Date 11-20-02.

Denver Avionics FAA CRS PE5R116N

Static system tests and inspections required by 91.411 were performed and found to comply with FAR 43 apdx "E" The system was tested to 35,000 FT. Next certy due November 2004

Details on file under JO# 32200

Sign [Signature] Date 11-20-02

Denver Avionics FAA CRS PE5R116N

Transponder tests required by FAR 91.413 were performed this date and found to comply with FAR 43 apdx "F" Next certification due: November 2004

Make King model KTI71-5101 SN 1885

Details on file under JO# 32200

Sign [Signature] Date 11-20-02

Denver Avionics FAA CRS PE5R116N

Aircraft Time

Registration No. _____

AIRFRAME January 13, 2004 Hobbs: 1062.3

N9255B ite No. _____

Total Time: 1062.3 Prop Total Time: 1062.3

Performed an Annual Inspection using the Piper checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2003-26.

Complied with A.D. 99-15-04 R1, T.I.T. probe replacement per paragraph (d)(2)(iii) of instructions. Next replacement due at 1312.3

Complied with Piper S.B. 1103, engine mount inspection, per service bulletin instructions. No discrepancies noted.

Piper S.B. 1048, stainless steel control cable lubrication is not applicable as steel cables are installed.

Complied with Piper S.B. 1140, oxygen generator protective cap removal, per service bulletin instructions.

Complied with 100 hour vacuum relief valve filter replacement.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Removed ELT for battery inspection per FAR 91.207 (d). Reinstalled battery after inspection.

Operational check good.

Removed forward cabin door cable and replaced with new part. Operational check good.

Removed, cleaned and reassembled left wing fuel access panel. Leak check good.

Removed, replaced and balanced left main gear tire. Cleaned, inspected and serviced left main gear wheel bearings.

Straightened rear bench seat frame and replaced rivets as needed.

Removed propeller deice brushes and replaced with new part.

AIRCRAFT LOG

AIRFRAME (cont'd)

January 13, 2004

N9255B

A.D. 2003-14-03, engine driven fuel pump, was previous complied with per Piper S.B. 1035 and Lycoming S.B. 529A by modification of fuel pump on 5/4/01.

Removed fasteners in nose baggage compartment and replaced with new parts.

Tightened arm rests on aft facing seats.

Adjusted and trimmed emergency exit window for clearance at latch per the manufacturer's specifications.

Secured wires for taxi light to nose gear trunnion.

Secured wires at flap actuator bay to prevent chaffing.

Replaced right brake caliper shim insulator with new part.

Removed release assembly for right bench seat back and replaced with new part. Operational check good.

Swung magnetic compass and installed new correction card in aircraft.

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

For Aviation Sales, Inc.

W. O. 14114



Larry D. Qualls, A&P 2228865 IA

Page 2 of 2

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No.

N9255B

For Aviation Sales, Inc.
W. O. 14114

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

Disassembled, cleaned, inspected and reassembled pilot and copilot left brake cylinders with new seals. Bled and serviced brake system. Operational check good.

For Aviation Sales, Inc.
W.O. 14389

Gerald F. Kusmider, A&P 523195989

AIRCRAFT LOG

PN KEA130A-05 SN 26776
 This enc. altimeter has been tested and
 certified to 35,000 ft per FAR 91.411
 in accordance with FAR 43 appendix "E"
 Next certification due: October 2006
 Details on file under JO# 34567
 Sign Kennerly Date 10-27-04
 Denver Avionics FAA CRS PE5R116N

Total To
 Carry Forward

PN 5934PAD-3 SN 2K758
 This altimeter has been tested and
 certified to 35,000 ft per FAR 91.411
 in accordance with FAR 43 appendix "E"
 Next certification due: October 2006
 Details on file under JO# 34567
 Sign Kennerly Date 10-27-04
 Denver Avionics FAA CRS PE5R116N

Static system tests and inspections
 required by 91.411 were performed and
 found to comply with FAR 43 apdx "E"
 The system was tested to 35,000 FT.
 Next cert due October 2006
 Details on file under JO# 34567
 Sign Kennerly Date 10-27-04
 Denver Avionics FAA CRS PE5R116N

Transponder tests required by FAR
 91.413 were performed this date and
 found to comply with FAR 43 apdx "F"
 Next certification due: October 2006
 Make King model KTH-5101 SN 1885
 Details on file under JO# 34567
 Sign Kennerly Date 10-27-04
 Denver Avionics FAA CRS PE5R116N

aintenance

Registration No. _____

AIRFRAME October 19, 2004 Hobbs: 1098.9

N9255B

ature

Certificate No.

Removed, cleaned, resealed and reinstalled the right brake calipers. Bled the right brake system. Operational and leak checks good.

Removed and installed new right brake linings and shims as needed. Operational check good.

Serviced the hydraulic reservoir per the manufacturer's specifications. Performed retraction tests. Operational check good.

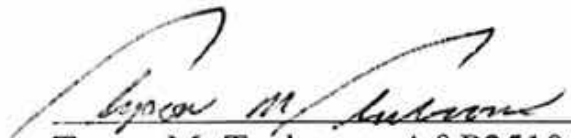
Serviced brake reservoir per the manufacturer's specifications.

Removed, replaced and balanced right main gear tire. Cleaned, inspected and serviced right main gear wheel bearings.

Removed and installed new left brake linings and shims as needed. Operational check good.

Removed, cleaned, resealed and reinstalled the left brake caliper. Bled the left brake system. Operational and leak checks good.

For Aviation Sales, Inc.
W.O. No. 14442

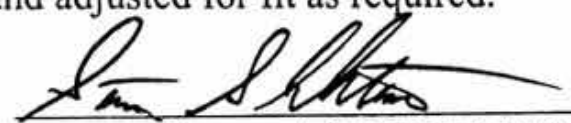

Tyson M. Teeboom, A&P2510451

AIRFRAME December 20, 2004 Hobbs: 1108.8

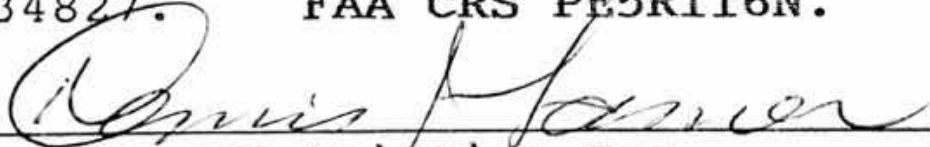
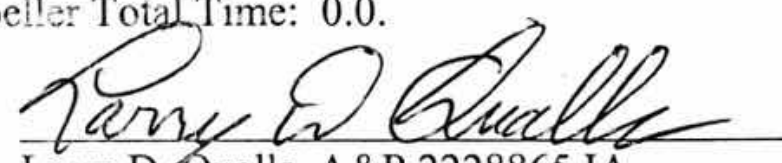
N9255B

Resealed storm window into frame and adjusted for fit as required.

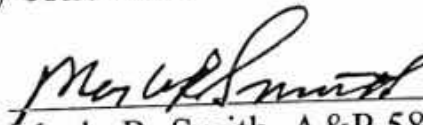
For Aviation Sales, Inc.
W.O. 14502


Steve Schlueter, A&P 506764251

AIRCRAFT LOG

| Date | Aircraft Time | | Recorder Reading | Maintenance |
|---|---------------|-------|------------------|-------------|
| | This Date | Total | | |
| * * * * * | | | | |
| LOGBOOK ENTRY Date 2/1/05 | | | | |
| Piper Model PA46-350P Reg #N9255B | | | | |
| Replace projection bulb in Sandel model | | | | |
| SN3308 SN 3440. Reset bulb timer and | | | | |
| test - normal. Details recorded on Job | | | | |
| Order #34827. FAA CRS PE5R116N. | | | | |
| Signed  | | | | |
| For Denver Avionics Inc. | | | | |
| * * * * * | | | | |
| <div style="display: flex; justify-content: space-between;"> AIRFRAME February 23, 2005 Hobbs: 1110.0 N9255B </div> | | | | |
| Converted to Hartzell 3-bladed propeller in accordance with STC SA01340CH. (See FAA Form 337 dated 02/23/05 placed in the aircraft records. Amended Weight and Balance and Equipment List in Pilot's Operating Handbook.) Propeller Total Time: 0.0. | | | | |
| <div style="display: flex; justify-content: space-between;"> <div> For Aviation Sales, Inc. W. O. 14531 </div> <div>  Larry D. Qualls, A&P 2228865 IA </div> </div> | | | | |
| Total To Carry Forward | | | | |

Registration No. _____

| and Remarks | Signature | Certificate No. |
|---|--|-----------------|
| AIRFRAME February 23, 2005 Hobbs: 1110.0 Propeller Total Time: 0 | Total Time: 1110.0 | N9255B |
| Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2005-03. | | |
| Removed brushes in #1 and #2 alternators and replaced with new parts. | | |
| Removed #1 primary lower vacuum pump and replaced with new part. Operational check good. | | |
| Removed and replaced ELT battery as needed. New expiration date: 11/06. Operational check good. | | |
| Complied with 100 hour vacuum relief valve filter replacement. | | |
| Complied with Piper S.B. 1103B, engine mount inspection, per service bulletin instructions. Next inspection is due at 1210 hours. | | |
| Removed cylinder #1 temperature indicator light bulb and replaced with new part. Operational check good. | | |
| Removed pneumatic de-ice boot #1 control valve and pneumatic boot de-ice timer and replaced with new parts. Operational check good. | | |
| Fabricated and installed a patch on the left rear intercooler baffle. | | |
| Removed cylinder #5 temperature indicator light bulb and replaced with new part. Operational check good. | | |
| I certify that this aircraft has been inspected in accordance with a Annual Inspection and was determined to be in airworthy condition. | | |
| For Aviation Sales, Inc. W. O. 14531 |  Merle R. Smith, A&P 585366935 IA | |

AIRFRAME

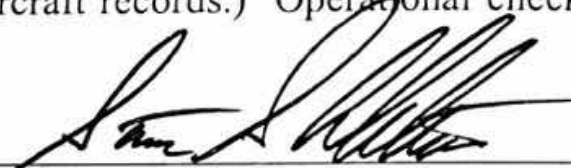
July 7, 2005

Hobbs: 1119.3

N9255B

Removed alternator Serial No. 5020298 and replaced with overhauled part
Serial No. F043040. (See FAA form 8130-3 from Kelly Aerospace Power
Systems dated 4/20/05, placed in the aircraft records.) Operational check
good.

For Aviation Sales, Inc.
W.O. 14692


Steve Schlueter, A&P 506764251

Maintenance

* * * * *

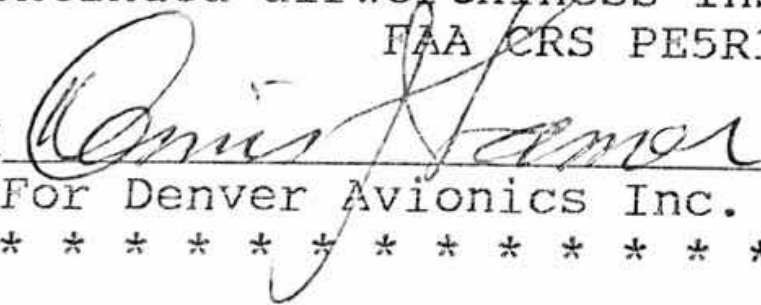
LOGBOOK ENTRY

Date 07-21-05

Piper Model PA-46-350P Reg #N9255B

Installed Garmin GDL-69 XM weather
system and removed RDR 2000 Radar sys
per 337 this date. WT and Bal and equip
list amended. Refer to 337 this date
for continued airworthiness instructions.

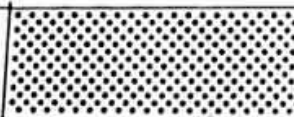
FAA CRS PE5R116N.

Signed 

For Denver Avionics Inc.

* * * * *

Total To
Carry Forward



Registration No. _____

and Remarks

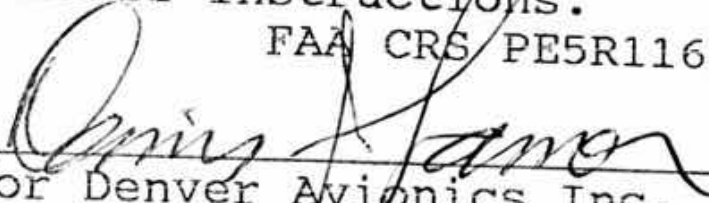
Signature

Certificate No.

* * * * *
LOGBOOK ENTRY DATE 07-21-05
Piper Model PA46-350P Reg #N9255B
Installed Garmin AT model MX20 Multi
Function Display per 337 this date.
WT & Bal and equipment list amended.
Refer to 337 this date for continued
airworthiness instructions.

FAA CRS PE5R116N.

Signed


For Denver Avionics Inc.

* * * * *

AIRFRAME

March 2, 2006 Hobbs: 1133.8 Total Time: 1133.8
Prop Total Time: 23.8

N9255B

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2006-04.

Complied with 5 year elevator trim tab push rod inspection and corrosion treatment. Replaced rod end bearings with new parts. Operational check good.

Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Complied with Piper S.B. 1048, stainless steel control cable lubrication per service bulletin instructions.

Complied with 100 hour vacuum relief valve filter replacement.

Complied with Piper S.L. 1097, flap bellcrank inspection and flap rigging check per the service letter instructions.

Removed LC6 chronometer and installed LC2 chronometer. Amended aircraft equipment list. No change to weight and balance data. (See FAA 8130-3, from ADS/Transicoil, dated 10/28/05, placed in the aircraft records.)

Removed seals in right fuel sump drain and replaced with new parts. Leak check good.

Replaced loose left wing root fairing rivets with new parts as needed.

Removed co pilot altimeter post light bulb and replaced with new part. Operational check good.

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

For Aviation Sales, Inc.
W. O. 14914

Merle R. Smith
Merle R. Smith, A&P 585366935 IA

Total To
Carry F

25524
Static system tests and inspections
required by 91.411 were performed and
found to comply with FAR 43 apdx "E"
FT.

Static system tests and inspections required by 91.411 were performed and found to comply with FAR 43 apdx "E". The system was tested to 28,000 FT.

Next cert due November 2008

Details on file under JO# 06-01144

Sign ~~Adm~~ Date 11-1-06

Denver Avionics, FAA CRS, PE5R116N

Transponder tests required by FAR 91.413 were performed this date and found to comply with FAR 43 apdx "F". Next certification due: November 2008

Make King model KT71-S101 SN 1885

Details on file under JO# 06-01144

Sign ~~Adm~~ Date 11-1-06

Denver Avionics, FAA CRS, PE5R116N

PN KEA130A-05 SN 4002

This enc. altimeter has been tested and certified to 28,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E".

Next certification due: November 2008

Details on file under JO# 06-01144

Sign ~~Adm~~ Date 11-1-06

Denver Avionics, FAA CRS, PE5R116N

PN 5734PAD-3 SN 2K758

This altimeter has been tested and certified to 28,000 ft per FAR 91.411 in accordance with FAR 43 appendix "E".

Next certification due: November 2008

Details on file under JO# 06-01144

Sign ~~Adm~~ Date 11-1-06

Denver Avionics, FAA CRS, PE5R116N

N9255B

N9255B

N9255B

N9255B


ificate No.

AIRFRAME November 01, 2006 Hobbs: 1180.5 **N9255B**
 Removed and replaced ELT battery as needed. New expiration date:
 07/08. Operational check good.

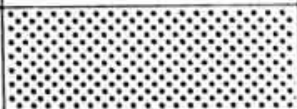
Date

Maintenance

For Aviation Sales, Inc.
 W. O. 15177


 Gerald F. Kusmider, A&P 523195989

Total To
 Carry Forward



and Re

AIRFRAME

April 6, 2007

Hobbs: 1188.4

Total Time: 1188.4

N9255B

e No.

Propeller Total Time: 78.4

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2007-06.

Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.

Complied with 12 year fire extinguisher hydrostatic test. Fire extinguisher failed weight check. Removed fire extinguisher and replaced with new part.

Complied with 500 hour vacuum pump replacement by removing vacuum pump, Serial No. 11AK-115 and installing new part, Serial No. N40723. Operational check good. # 2.

Complied with 100 hour vacuum relief valve filter replacement.

Complied with 12 year oxygen generator replacement by removing oxygen generator and installing new part. Operational check good.

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.

Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions.

Complied with Piper S.B. 1180A, turbocharger V-band clamp inspection. Removed right and left turbo exhaust flange V-band clamps and replaced with new parts per the service bulletin instructions.

Removed one loose cherry max rivet on right wing root upper fairing and replaced with new part.

Reattached loose stall strips at inboard end of left wing leading edge.

AIRFRAME (cont'd.) April 6, 2007

N9255B

Removed upper cabin door holder and replaced with new part. Operational check good.
Complied with A.D. 84-26-02, induction air filter replacement per the manufacturer's
specifications. Next replacement is due at 1688 hours.

Repositioned and secured induction alternate air control cable to prevent chafing.
Complied with 1500 hour/2 year outflow and safety valve cleaning.


Cleaned air conditioner evaporators.

Complied with A.D. 99-15-04 R1, T.I.T. probe replacement per paragraph (d)(2)(iii) of
instructions. Next replacement due at 1438

Removed propeller deice brush mount lower attach bracket and replaced with new part.

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

For Aviation Sales, Inc.
W.O. 15346


Michael A. Meyers, A&P 1840944 IA

Page 2 of 2

AIRFRAME April 12, 2007

Hobbs: 1188.4 **N9255B**

Resealed left wing fuel header tank panel. Leak check good.

For Aviation Sales, Inc.
W.O. 15364


Max D. Kleinschrodt, A&P 476802692

Total To
Carry Forward

7-17-2

Registration No. _____

AIRFRAME October 2, 2007

Hobbs: 1221.9

N9255B

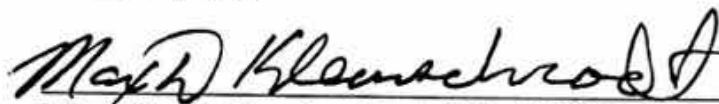
cate No.

Resealed left main gear strut assembly. Serviced with hydraulic fluid and nitrogen per the manufacturer's specifications. Leak check good.

Serviced and charged the aircraft battery.

Replaced missing elevator static wick with a new part.

For Aviation Sales, Inc.
W.O. 15530


Max D. Kleinschrodt, A&P 476802692

AIRFRAME February 25, 2008 Hobbs: 1222.6

N9255B

Removed aircraft battery Serial No. G02050646 and replaced with new part Serial No. G02371291. Serviced and charged the aircraft battery. Operational check good.

For Aviation Sales, Inc.
W. O. 15676


Glenn D. Jones, A&P 3130913

7-17-2007

Ans 530w WAAS upgrade.

Denver Avionics Inc Shop Order 07-01720

AIRCRAFT LOG

AIRFRAME May 9, 2008 Hobbs: 1222.6 Total Time: 1222.6 Prop Total Time: 112.6 **N9255B**

Performed an Annual Inspection using the Piper PA46-350P checklist and FAR 43, Appendix D. Airworthiness Directive compliance checked through Revision 2008-09.

Removed aircraft battery for capacity check. Reinstalled aircraft battery. Operational check good.

Removed ELT for inspection per FAR 91.207 (d). Reinstalled ELT after inspection. Operational check good.

Removed and replaced ELT battery. New expiration date: 09/10. Operational check good.

Complied with Lycoming S.B. 521, exhaust slip joint inspection per the service bulletin instructions.

Complied with Piper S.B. 1103B, engine mount inspection, per the service bulletin instructions. Next inspection is due at 1322.6 hours.

Complied with Piper S.B. 1012 and Lycoming S.B. 531, turbocharger and tailpipe inspection, per the service bulletin instructions.

Complied with the annual fire extinguisher contents check. No discrepancies noted.

Complied with Piper S.B. 1048, stainless steel control cable lubrication per the service bulletin instructions.

Complied with 90 day fuel filter cleaning per the manufacturer's specifications.

Removed cabin oxygen generator Serial No. 2048 and replaced with new part Serial No. A08021311.

Removed cabin oxygen generator Serial No. 2083 and replaced with new part Serial No. A08021313.

Complied with 100 hour vacuum relief valve filter replacement.

Complied with Piper S.L. 1097, flap bellcrank inspection and flap rigging check per the service letter instructions.

Serviced nose strut with hydraulic fluid and nitrogen per the manufacturer's specifications. Leak check good.

Page 1 of 2

Carry Forward



N9255B

AIRFRAME (cont'd.) May 9, 2008

Complied with Piper S.B. 1175A, pilot side window inspection. No cracks noted at this time. Next inspection due at 1272.6 hours.

Complied with continued airworthiness inspection requirements for the installed equipment as required.

Removed both alternator belts and the air conditioner compressor belt and replaced with new parts. Operational check of both alternators and air conditioner good. Removed and reinstalled propeller as required to replace belts. Operational and leak checks good.

Adjusted propeller governor control cable travel per the manufacturer's specifications. Operational check good.

Removed left and right main gear brake cylinder heat insulators and replaced with new parts.

Secured left wing outboard stall strip on deice boot.

Adjusted aileron cable tension per the manufacturer's specifications.

Adjusted elevator cable tension per the manufacturer's specifications.

Adjusted pitch servo cable tension per the manufacturer's specifications.

Resealed left wing fuel sump valve. Leak check good.

Adjusted roll servo cable tension per the manufacturer's specifications.

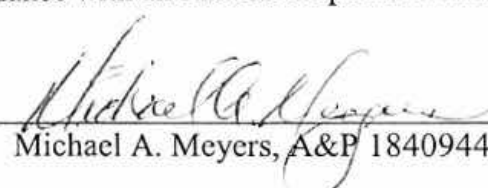
Tightened copilot's sun visor.

Tightened passenger cabin seat #1 and #2 armrests.

Lycoming A.D. 2008-08-14, Piper S.B. 1191 and Precision Airmotive S.B. PRS-107R2, fuel injector servo inspection, do not apply due to the fuel injector servo having no repairs accomplished during dates affected.

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

For Aviation Sales, Inc.
W.O. 15732


Michael A. Meyers, A&P 1840944 IA

AIRCRAFT LOG

DENVER
AVIONICS

7625 S. Peoria D-14
Englewood, CO 80112

Maintenance Log Entry

December 5, 2008

N9255B

Piper PA-46-350P

S/N: 4622197

Removed SigmaTek Attitude Gyro 5000B-32 P/N: 23-501-06-15 S/N: T56909K and installed OHC exchange SigmaTek Attitude Gyro 5000B-32 P/N: 23-501-06-15 S/N: T58124K. Testing in aircraft to be performed by customer during maintenance run.

The aircraft and/or component identified above was repaired and inspected in accordance with current instructions contained in our manual and the maintenance rules of the Federal Aviation Regulation under which we are certificated and is approved for return to service as per those requirements.

Details on DAI SO#08-02798.

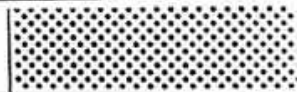
Signed:



Sean R. Maccoomb

CRS PE5R116N

Total To
Carry Forward



Registration No. _____

and Remc

AIRFRAME December 29, 2008

Hobbs: 1255.1

N9255B

Removed right brake disc and linings and replaced with new parts. Removed, cleaned, resealed and reinstalled the right brake caliper. Bled the brake system. Operational and leak checks good.

Removed left brake linings and replaced with new parts. Removed, cleaned, resealed and reinstalled the left brake caliper. Bled the brake system. Operational and leak checks good.

For Aviation Sales, Inc.
W.O. 15968

Tom T. Mestas
Tom T. Mestas, A&P 523940167

END LOG BOOK #1
SEE LOG BOOK #2

6/22/09

A.S.I.