

AIRCRAFT LOG

THE NEW
PIPER AIRCRAFT, INC.

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

N639ST

Aircraft
Registration number

Part No. 230715

AirMart.com
AIRCRAFT SALES & BROKERAGE

AIRCRAFT DESCRIPTION

Registration No. N639ST

Model: PA-28-181 Popular Name: ARCHER III
Serial No.: 2843639 Type Certificate No.: 2A13
Colors: WHITE / DARK TOREADOR RED MET. PI222HD D0216HD
D2037HD B9668HD 5 HARVEST GOLD MET. / BLACK MET.
Engine Manufacturer: LYCOMING Serial Numbers: Single L-40620-36E
Original Engine Model: O-360-A4M Left _____
Right _____
Propeller Manufacturer: SENSENICH Hub or Serial Number: Single 38574K
Original Propeller Model: 76-EM8S14-0-62 Left _____
Right _____

Blade Numbers

Left

Right

2006 MODEL

COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

A. D. No. and Date	Method of Compliance (See Log for Details)	Time on Aircraft	Date of Compliance	Signature and Certificate No.
All applicable Federal Aviation Administration Airworthiness Directives, through Bi-Weekly <u>2006-14</u> , have been complied with at the time of manufacture.		4.8	JUL 18 2006	
Signed: <u>John S. Hambleton</u> ODARF-511281-CE				
THE NEW PIPER AIRCRAFT, INC. John S. Hambleton				

Registration No. N639ST

and Remarks	Signature	Certificate No.
<p>The ATC Transponder Tests and inspections required by FAR 41.419 were performed this date and found to comply with FAR 43, Appendix F.</p> <p>ATC Transponder:</p> <p>1. Make <u>GARMIN</u> Model <u>GTX330</u> S/N <u>84121920</u></p> <p>2. Make <u>NA</u> Model <u>NA</u> S/N <u>NA</u></p> <p>Details of this inspection are on file at this facility under S/N <u>2843639</u> Date <u>6/22/06</u></p> <p>O.A. Inspector <u>John S. Hambleton</u></p> <p>THE NEW PIPER AIRCRAFT, INC. VERO BEACH, FLORIDA</p>		
<p>John S. Hambleton</p>		
<p>THE AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT TEST REQUIRED BY FAR PART 91.217 HAVE BEEN PERFORMED THIS</p>		
<p>DATE <u>6/22/06</u> SIGNED <u>John S. Hambleton</u></p>		

John S. Hambleton



LOG BOOK ENTRY

N639ST
W/O 24547

Airframe Entry
Hobbs: 33.2

P.O. Box 4942
Baltimore, MD 21220
(410) 574-4144
CRS #LF1R294K
January 16, 2007
S/N 2843639

1. Installed Tanis TAS100 heater system S/N: 40228, per Tanis Aircraft Services Instructions and drawing #100.

-----END-----

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 24547 Date: 16 Jan 07
Signed, [Signature] for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220 CRS LF1R294K

Carry Forward

Registration No. _____

AirMart.com
AIRCRAFT SALES & BROKERAGE



LOG BOOK ENTRY

N639ST
W/O 24575

Airframe Entry
Hobbs: 34.5
TT Airframe: 34.5

P.O. Box 4942
Baltimore, MD 21220
(410) 574-4144
CRS #LF1R294K
March 1, 2007
S/N 2843639

1. Performed an annual inspection per the Piper PA-28-181 Archer MM chapter 5-20-00.
2. Removed ELT, opened and inspected. Tested ELT IAW FAR 91.207(d) and unit was found to be in satisfactory condition. ELT expires 4/2008
3. Performed Piper PA-28-181 1st 50 hour inspection per Piper Archer III warrantable 1st 50 hour inspection report p/n 765-032 dated March 1, 2006.
4. Removed inop Battery Master switch lower light bulb and replaced with new bulb p/n 85.
5. Adjusted cargo door striker plate for proper operation and blended slight damage from lock pin and striker plate.
6. Rigged the aileron control system per the Piper PA-28-181 Arrow MM chapter 27-10-00.
7. Rigged the rudder control system per the Piper PA-28-181 Archer MM chapter 27-20-00.
8. Rigged the stabilator control system per the Piper PA-28-181 Archer MM chapter 27-30-00.
9. Rigged the stabilator trim system per the Piper PA-28-181 Archer MM chapter 27-30-00.

AIRCRAFT LOG



LOG BOOK ENTRY

P.O. Box 4942
Baltimore, MD 21220
(410) 574-4144
CRS #LF1R294K

10. Removed damaged left hand brake line support bracket and replaced with new bracket p/n 63332-006.
11. Removed mild corrosion from nose wheel axle, axle supports, and NLG yoke.
12. Blended damage to LH MLG strut. Treated bare metal with two part epoxy primer and touched up with similar paint. Installed 5423 anti chafe tape to prevent further chafing with wheel fairing.
13. Installed a new fuel strainer screen p/n 462-049.
14. Installed a new standby attitude indicator sealed battery p/n 9015607.
15. C/W the following S/B's:
 - a. Avidyne S/B 601-00006-067, No modification required.
16. C/W the following AD notes:
 - a. AD 84-26-02 paper induction air filters performed by inspecting the air filter for condition. The air filter is due for inspection at Actt: (134.2) or (1 year). Replacement is due at Actt: (500 filter hours) or as necessary based on condition. Effective date Jan 29, 1985.

Total To
Carry Forward

Registration No.



LOG BOOK ENTRY

P.O. Box 4942
Baltimore, MD 21220
(410) 574-4144
CRS #LF1R294K

- b. AD 2005-01-19 - GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders. Does not apply s/n 8412190 software version 4.04.
17. A/D Notes Checked to Bi-weekly 2007-04. See AD Log dated 3/1/07.
18. Performed post-inspection ground run operational and leak checks are satisfactory.


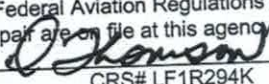
END

MAINTENANCE RELEASE


The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 4575. Date: 4 Mar 07
Signed [Signature] for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220 CRS LF1R294K

This aircraft has been inspected in accordance with an annual inspection and has been deemed airworthy at this time.

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
 Experience the Skytech-Advantage			P.O. Box 4942, Baltimore, Maryland 21220 Phone: (410) 574-4144 / Fax: (410) 780-4439	
Airframe Log Entry Date: March 19, 2008 W/O: 25252			Hobbs: 63.2 Total Time: 63.2 Cycles:	Registration #: N639ST Make/Model: PA-28-181 S/N: 2843639
<ul style="list-style-type: none"> The Altimeter(s) Static and Altitude Reporting Systems test as required by FAR 91.411 in accordance with FAR 43 Appendix E have been performed. Altimeters tested: L/H Model: PFD EXP5000 S/N: 20748176 Tested To: 20000 ft. Standby model 5934PD-3 S/N: 453976 Tested To: 20000 ft. <p>The ATC transponder tests and inspections as required by FAR 91.413, in accordance with FAR 43, Appendix F have been performed. Transponders tested: #1 Model: GTX330 S/N: 84121920.</p> <p>Altimeter and static system test required by 14 CFR § 91.411 and transponder test, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR part 43, appendix E and F.</p>				
MAINTENANCE RELEASE The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No: 25252 Date: March 19, 2008 Signed  for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220. CRS# LF1R294K				
Total To Carry For				

Registration No. _____

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
 Experience the Skytech-Advantage			P.O. Box 4942, Baltimore, Maryland 21220 Phone: (410) 574-4144 / Fax: (410) 780-4439	
Airframe Log Entry Date: March 21, 2008 W/O: 25252			Hobbs: 79.3 Total Time: 79.3 Cycles:	Registration #: N639ST Make/Model: PA-28-181 S/N: 2843639
Performed an ANNUAL Inspection: <ul style="list-style-type: none"> Performed an annual inspection of the airframe per Piper PA-28-181 MM 5-20-00. Inspected the ELT per FAR 91.207(d). Installed a new battery p/n452-0130. Battery expiration date is June 2010 				
Complied with the following Special Inspections per Chapter 05-30-00: <ul style="list-style-type: none"> Performed 30 day portable Fire Extinguisher inspection IAW Piper PA-28-181 MM chapter 5-30-00 Performed 30 day battery, battery shelf, and battery cable inspection IAW Piper PA-28-181 MM Chapter 5-30-00. Performed 90 day fuel strainer bowl and screen inspection IAW piper PA-28-181 MM chapter 5-30-00. Performed 2 year magnetic compass swing and magnetometer calibration per Piper PA-28-181 MM 34-20-00. 				
Complied with the following Airworthiness Directives (AD's): <ul style="list-style-type: none"> Checked AD'S thru bi-weekly 2008-05 				

Complied with the following Service Bulletins (SB's):

- Preformed Piper SB 1179, Main landing gear cylinder assembly inspection, dated 2/1/2008. No discontinuity found. All work done per Piper SB1179 instructions.
- Piper SB 11878 Voltage suppressor replacement does not apply suppressor lot number is 0547. SB dated Feb 8, 2008.

Completed the following additional items:

- Rigged the aileron control system per the Piper PA-28-181 MM chapter 27-10-00. Safetied the turnbuckles with MS21256-1 lock clips.
- Rigged the stabilator control system per the Piper PA-28-181 MM chapter 27-30-00. Safetied the turnbuckles with MS21256-1 lock clips.
- Rigged the stabilator trim system per the Piper PA-28-181 MM chapter 27-30-00. Safetied the turnbuckles with MS21256-1 lock clips.
- Rigged the flap system per the Piper PA-28-181 MM chapter 27-50-00.
- Installed two layers of fiberglass on the right hand forward strut fairing.
- Installed a new standby attitude gyro battery p/n 758-660.
- Installed a new right hand landing light p/n 85402-007. (lens) MR

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

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25252 Date: March 21, 2008**

Signed Michael Roth for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.

CRS# LF1R294K

Total
Carry forward

Registration No. _____

Airframe Log Entry	Hobbs:	106.1	Registration #:	N639ST
Date: April 2, 2009	Total Time:	106.1	Make/Model:	PA-28-181
W/O: 25876	Cycles:		S/N:	2843639

Performed an ANNUAL Inspection:

- Performed an annual inspection of the airframe IAW Piper PA-28-181 MM chapter 5-20-00.
- Inspected the ELT per FAR 91.207(d). Battery expiration date is June 2010.

Complied with the following Special Inspections per Chapter 05-30-00:

- Performed 30 day portable fire extinguisher inspection IAW Piper PA-28-181 MM chapter 5-30-00.
- Performed 30 day battery, battery box, and battery cable inspection IAW Piper PA-28-181 MM chapter 24-30-00.
- Performed 90 day standby attitude indicator battery inspection/charge IAW Piper PA-28-181 MM chapter 34-20-00.
- Performed 90 day fuel strainer bowl inspection IAW Piper PA-28-181 MM chapter 5-30-00.
- Performed 12 month standby attitude indicator battery capacity check IAW Piper PA-28-181 MM chapter 34-20-00. Battery failed capacity check. Removed standby attitude indicator battery lot no.- M13044-3. Installed new standby attitude indicator battery p/n 9015607, lot no.- 15464-02 IAW Piper PA 28-181 MM Chapter 39-10-00. Ops check satisfactory.

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AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

- Performed 1000 hour/ 3 year air conditioning compressor drive belt replacement by installing new belt p/n 73965-010 and tensioning IAW Piper PA-28-181 MM chapter 21-50-00. Ops check satisfactory.
- Performed 500 hour/ 12 month induction air filter replacement by installing new induction air filter p/n 460-632 IAW Piper PA 28-181 MM Chapter 5-30-00.

Complied with the following Airworthiness Directives (AD's):

- Performed AD 84-26-02 Paper Induction Air Filters performed per "NOTE" by inspecting the air filter for condition. Installed new induction air filter p/n 460-632. The air filter is due for inspection at Actt: 206.1 hrs or April 2010. Replacement is due at Actt: 606.1 hrs or as necessary based on condition. Effective date Jan 29, 1985.
- AD notes checked thru bi-weekly 2009-06. See AD log dated April 2, 2009.

Completed the following additional items:

- Adjusted landing gear strut extensions IAW Piper PA 28-181 MM Chapter 12-10-00.
- Removed, cleaned, lubricated and installed stabilizer trim pulleys adjacent to aft baggage bulkhead IAW Piper PA 28-181 MM Chapter 27-30-00.
- Installed avionics cooling scat hose on cooling fan housing and fastened with tie-wrap.
- Rigged autopilot flap following compensator IAW PA 28-181 MM Chapter 22-10-00.
- Rigged the rudder control system per the Piper PA-28-181 Archer MM chapter 27-20-00.
- Installed POH report VB-1611 revisions 20 and 21.

2 of 3

Total
Carry Forward

Registration No.



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

No.

- Update dual Garmin GNS430 Obstacle database to Cycle 09B2 effective 12Mar09. Updated dual/single Garmin GNS Nav database(s) to Cycle 0903, effective 12Mar09. Updated Avidyne Nav database to cycle 0903, effective 12Mar09.
- Repaired surface damage to LH and RH MLG upper aft closeout fairings using epoxy wet layup repairs. Primed and painted as needed.
- Secured LH and RH wing root lower rubber environmental seals with 3M 1300 adhesive.
- Removed corrosion from LH and RH strut servicing covers, treated bare metal with Dupont 5717S metal conditioner, primed with two part epoxy primer, and painted as needed.
- Installed new alternator drive belt p/n 73965-019 and tensioned IAW Piper PA-28-181 MM chapter 24-30-00. Ops check satisfactory.

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

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 25876 Date: April 2, 2009**

Signed _____ for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.

GRS# LF1R294K

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AIRCRAFT LOG



P.O. Box 4942, Baltimore, Maryland 21220
Phone: (410) 574-4144 / Fax: (410) 780-4439

AIRFRAME Log Entry	Hobbs: 111.1	Registration #: N639ST
Date: June 5, 2009	Total Time: 111.1	Make/Model: PA28-181
W/O: 26101	Cycles: -----	S/N: 2843639

- Updated Avidyne EX5000 MFD Nav database to Cycle 0906, effective 4June09.
- Updated dual Garmin GNS Nav databases to Cycle 0906, effective 4June09.

MAINTENANCE RELEASE

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under **Work Order No: 26101 Date: June 5, 2009**

Signed *[Signature]* for Skytech, Inc., P.O. Box 4942, Baltimore, MD 21220.
CRS# LF1R294K

Total
Carry Forward

FAA Certified
Repair Station
X1AR676H



Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 04689

Airframe Logbook Entry

7 May 2010 N639ST Hobbs 184.4-AFTT 184.4-Eng TT 184.4-Prop TT 184.4 (18 Jul 06). Completed 100 hour inspection per Piper PA-28-181 Maintenance Manual Chapter 5-20-00 pgs. 7 thru 16. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Cleaned and repacked all wheel bearings. Pressure tested muffler/heater and exhaust assembly, no defects noted. Checked AD's, Next Oil cooler line replacement due at 1000.0 AFTT / 31 Jul. 2014 per Piper AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.). C/W 12 mo. Standby Attitude Battery Capacitance Check. Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.) Removed and replaced ELT Battery and C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. ELT battery due date 31 Aug. 12.

I Certify that this Aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY Condition.

[Signature]
Michael J. Lossner
Chief Inspector
FAA CRS X1AR676H

FAA Certified
Repair Station
X1AR676H



Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 11-5299

Airframe Logbook Entry

17 Jun 11 **N639ST** Hobbs 208.6-AFTT 208.6-Eng TT 208.6-Prop TT 208.6 (18 Jul 06). Completed 100 hour inspection per Exec 1 Aviations 100hr/ Annual Inspection Guide. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Cleaned and repacked all wheel bearings. Pressure tested muffler/heater and exhaust assembly, no defects noted. Checked AD's, C/W Piper AD 2010 eff. 31 Aug.10-Detect incorrectly assembled Control Wheel Shafts per para (e)(1)(3) of AD and Piper SB 1197B dated 3 May 2010, Instructions 1 thru 4, and 8. No defects noted, no further action noted. Info:Next Oil cooler line replacement due at 1000.0 AFTT / 31 Jul. 2014 per Piper AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.). C/W 12 mo. Standby Attitude Battery Capacitance Check. Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.) C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. ELT battery due date 31 Aug. 12.

I Certify that this Aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY Condition.

Michael J. Lossner
Chief Inspector
FAA CRS X1AR676H

Total To
Carry Forward

Registration No.

FAA Certified Repair
Station X1AR676H



515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
W/O# 11-5217

3 May 2011 **N639ST** Tach 205.9-Downloaded current GPS cycles from the Jeppesen website. Erased expired cycles from #1 and #2 GPS database cards. Uploaded new cycles to the database cards. Cycled power through units to verify the new expiration date. Cycles are good through 1 Jun. 2011. Updated Avidyne 5000 Nav/Data, good through 27 July 2011.

Michael J. Lossner
Chief Insp.
FAR CRS X1AR676H

FAA Certified Repair
Station X1AR676H



515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
W/O# 11-5373

29 July 2011 **N639ST** Hobbs 219.7-Downloaded current Nav/Data cycle from the Jeppesen website to thumb drive. Uploaded new cycle to the Avidyne 5000 Nav/Data. Cycled power through unit to verify the new expiration date. Cycle is good through 16 Nov. 2011.

Michael J. Lossner
Chief Insp.
FAR CRS X1AR676H

Exec Aviation

515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
W/O# 12-5758

26 Apr. 201 **N639ST** Tach 236.3-Removed Aircraft Battery, Serviced and Installed a Gill G243,S/N GO2690660 Battery. Removed and replaced P/N CA486-440 Oil Pressure Transducer.

Michael J. Lossner
Chief Insp.
FAA CRS X!AR676H

Total To Carry Forward				

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3700 SE Convent

Exec Aviation

Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 12-5851

22 Jun 12 **N639ST** Hobbs 238.9-AFTT 238.9-Eng TT 238.9-Prop TT 238.9 (18 Jul 06). Completed 100 hour inspection per Exec 1 Aviations 100hr/ Annual Inspection Guide. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Cleaned and repacked all wheel bearings. Pressure tested muffler/heater and exhaust assembly, no defects noted. Checked AD's, Info: Next Oil cooler line replacement due at 1000.0 AFTT / 31 Jul. 2014 per Piper AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.). Removed and replaced P/N 10-01054 Standby Gyro Emergency Battery. Next capacity check due 30 Jun 13, Next replacement due 3 Mar. 2015 (3yrs.) Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.) Removed and replaced P/N 452-0130 ELT Battery and C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. ELT battery due date 30 Jun 14.

I Certify that this Aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in AIRWORTHY Condition.

Michael J. Lossner
Asst. Chief Inspector
FAA CRS X1AR676H

FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND STATIC PRESSURE SYSTEM
HAVE BEEN CHECKED AND MEET ALL SPECIFICATIONS OF APPENDIX F OF PART 43

ALTIMETER CERTIFIED TO

PILOT	20,000 FEET	STANDBY	20,000 FEET
S/N	20148176	S/N	453976
DATE	22 Jun 12	W/O	12-5851
		INSPECTOR	<i>Kevin Grove</i>

EXEC 1 AVIATION
FAA APPROVED REPAIR STATION # X1AR676H

FAR 91.413 THE ATC TRANSPONDER AND INSPECTIONS AS REQUIRED BY FAR 91.413 WERE
PERFORMED THIS DATE AND FOUND TO COMPLY WITH PART 43 APPENDIX F, AND APPENDIX E
PARAGRAPH C.

TRANSPONDER #1	MAKE: Garmin	MODEL: GTX-330	S/N 84121920
TRANSPONDER #2	MAKE: N/A	MODEL: N/A	S/N N/A
DATE	22 Jun.12	W/O	12-5851
		INSPECTOR:	<i>Kevin Grove</i>

EXEC 1 AVIATION
FAA APPROVED REPAIR STATION # X1AR676H

Total To
Carry Forward

Maintenance

TEST
PT(FT)

-1,000
0
500
1,000
1,500
2,000
3,000
4,000
6,000
8,000
10,000
12,000
14,000
16,000
18,000
20,000
22,000
25,000

EXEC 1 AVIATION
FAA Approved repair station X1AR676H
Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-1020	30,000	XX
0	10	35,000	XX
500	480	40,000	XX
1,000	980	45,000	XX
1,500	1,480	50,000	XX
2,000	1,980	55,000	XX
3,000	2,980	60,000	XX
4,000	3,970	70,000	XX
6,000	5,970	80,000	XX
8,000	7,960		
10,000	9,970		
12,000	11,970		
14,000	13,970		
16,000	15,060		
18,000	17,950		
20,000	19,060		
22,000	XX		
25,000	XX		

Altimeter
Position
Pilot ☒ X
Copilot ☐

ALT. S/N 20148176
Date 22 Jun 12

WO # 12-5851

DOC#ECC123

EXEC 1 AVIATION
FAA Approved repair station X1AR676H
Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-1000	30,000	XX
0	10	35,000	XX
500	500	40,000	XX
1,000	1,000	45,000	XX
1,500	1,510	50,000	XX
2,000	2,015	55,000	XX
3,000	3,010	60,000	XX
4,000	4,005	70,000	XX
6,000	6,000	80,000	XX
8,000	8,000		
10,000	10,000		
12,000	12,020		
14,000	14,030		
16,000	16,050		
18,000	18,070		
20,000	20,120		
22,000	XX		
25,000	XX		

Altimeter
Position
Pilot ☐
Standby ☒ X

ALT. S/N 453976
Date 22 Jun 12

WO # 12-5851

DOC#ECC123

AIRCRAFT LOG

FAA Certified
Repair Station
X1AR676H



Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 13-6466

Airframe Logbook Entry
S/N-28-43639

7/19/2013, N639ST, Hobbs- 246.5, AFTT-246.5, Eng TT 246.5, Prop TT 246.5, (18 Jul 06). Completed 100 hr./Annual Inspection I/A/W FAR 43 Appendix "D" and Exec 1 Aviation's checklist. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Jacked A/C: Inspected, cleaned and repacked all wheel bearings, serviced tires. Pressure tested muffler/heater and exhaust assembly, no defects noted. Checked AD's, Info: Next Oil cooler line replacement due at 1000.0 AFTT / 31 Jul. 2014 per Piper AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.). Removed and replaced P/N 10-01054 Standby Gyro Emergency Battery. Next capacity check due 7/30/2014, Next replacement due 3 Mar. 2015 (3yrs.) Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.). AD-2013, eff-02/13, eff-3/11/2013, visual inspection of elevator cables and turn buckles, I/A/W Piper MSB-1245A, due 7/2021. C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. ELT battery due date 30 Jun 14.

I Certify that this AIRCRAFT has been inspected I/A/W an ANNUAL INSPECTION and was determined to be in AIRWORTHY Condition.

Robert K Miller
Chief Inspector
FAA CRS X1AR676H

Carry Forward

STATUS TAG			
Signature: <i>Robert K Miller</i>		Date: 7/12/13	
Customer: EXEC 1 Aviation	Aircraft Registration No: 639ST		
Work Order No: 29825	Aircraft Model No: PA-28-181		
Squawk No: 1	Aircraft Serial No:		
Item: Battery	Part Number: 9015607		
Position: Standby	Serial Number: C12-11224		
Quantity: 1	Manufacturer: mid continent		
Initial the appropriate box(es) below to indicate item status		REMARKS:	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">REJECTED</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">REPAIRABLE</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">SERVICEABLE <small>See reverse side</small></div> <div style="border: 1px solid black; padding: 5px; text-align: center;">WARRANTY</div> </div>		<div style="border: 1px solid black; padding: 5px;"> <p>PASSED Annual CAPACITY TEST.</p> </div>	
<div style="border: 1px solid black; padding: 5px; text-align: center;">IDENTIFICATION</div>		<div style="border: 1px solid black; padding: 5px;"> <p>DMFS Des Moines Flying Service Inc PO Box 35126 Des Moines, Iowa 50315-0302 FAA CRS G9CR485J</p> </div>	
		Form 128	

determined to be in AIRWORTHY Condition.

Robert K Miller
Chief Inspector
FAA CRS X1AR676H

Carry Forward

FAA Certified
Repair Station
X1AR676H



Phone 515-965-1020
3700 SE Convenience Blvd.
Ankeny, Iowa 50021
WO# 14-7042

Airframe Logbook Entry
S/N-28-43639

8/15/2014 N639ST Hobbs- 275.0, AFTT-275.0 Eng TT 27550 Prop TT 275.0 (18 Jul 06). Completed 100 hr./Annual Inspection I/A/W FAR 43 Appendix "D" and Exec 1 Aviation's checklist. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Jacked A/C: Inspected, cleaned and repacked all wheel bearings, serviced tires. Pressure tested muffler/heater and exhaust assembly, no defects noted. Checked AD's, Info: AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.) does not apply due to Type "D" Hoses are installed. Removed P/N 10-01054 Standby Gyro Emergency Battery and had Des Moines Flying Service complete Capacity Check under WO#30180 dated 8/14/14. Next capacity check due 8/31/2015. Next replacement due 3 Mar. 2015 (3yrs.) Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.). AD-2013, eff-02/13, eff-3/11/2013. visual inspection of elevator cables and turn buckles. I/A/W Piper MSB-1245A, due 7/2021. C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted. Operated normal. Replaced ELT Battery with new P/N 452-0130. ELT battery due date 30 Jun 16.

I Certify that this AIRCRAFT has been inspected I/A/W an ANNUAL INSPECTION and was determined to be in AIRWORTHY Condition.

A handwritten signature in black ink, appearing to read "Michael D. Callison".

Michael D. Callison
Chief Inspector
FAA CRS X1AR676H

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance																		
	This Date	Total																				
<p>FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL SPECIFICATIONS OF APPENDIX E OF PART 43</p> <p>ALTIMETER CERTIFIED TO</p> <table style="width: 100%;"> <tr> <td style="width: 20%;">PILOT</td> <td style="width: 20%;">20,000</td> <td style="width: 20%;">FEET</td> <td style="width: 20%;">STANDBY</td> <td style="width: 20%;">20,000</td> <td style="width: 20%;">FEET</td> </tr> <tr> <td>S/N</td> <td>20148176</td> <td></td> <td>S/N</td> <td>453976</td> <td></td> </tr> <tr> <td>DATE</td> <td>8/15/2014</td> <td>W/O 14-7042</td> <td colspan="3">INSPECTOR <i>[Signature]</i></td> </tr> </table> <p style="text-align: center;">EXEC 1 AVIATION FAA APPROVED REPAIR STATION # X1AR676H</p>					PILOT	20,000	FEET	STANDBY	20,000	FEET	S/N	20148176		S/N	453976		DATE	8/15/2014	W/O 14-7042	INSPECTOR <i>[Signature]</i>		
PILOT	20,000	FEET	STANDBY	20,000	FEET																	
S/N	20148176		S/N	453976																		
DATE	8/15/2014	W/O 14-7042	INSPECTOR <i>[Signature]</i>																			
<p>FAR 91.413 THE ATC TRANSPONDER AND INSPECTIONS AS REQUIRED BY FAR 91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH PART 43 APPENDIX F, AND APPENDIX E PARAGRAPH C</p> <table style="width: 100%;"> <tr> <td style="width: 20%;">TRANSPONDER #1</td> <td style="width: 20%;">MAKE: Garmin</td> <td style="width: 20%;">MODEL: GTX-330</td> <td style="width: 20%;">S/N</td> <td style="width: 20%;">84121920</td> </tr> <tr> <td>TRANSPONDER #2</td> <td>MAKE: N/A</td> <td>MODEL: N/A</td> <td>S/N</td> <td>N/A</td> </tr> <tr> <td>DATE</td> <td>8/15/2014</td> <td>W/O 14-7042</td> <td colspan="2">INSPECTOR <i>[Signature]</i></td> </tr> </table> <p style="text-align: center;">EXEC 1 AVIATION FAA APPROVED REPAIR STATION # X1AR676H</p>					TRANSPONDER #1	MAKE: Garmin	MODEL: GTX-330	S/N	84121920	TRANSPONDER #2	MAKE: N/A	MODEL: N/A	S/N	N/A	DATE	8/15/2014	W/O 14-7042	INSPECTOR <i>[Signature]</i>				
TRANSPONDER #1	MAKE: Garmin	MODEL: GTX-330	S/N	84121920																		
TRANSPONDER #2	MAKE: N/A	MODEL: N/A	S/N	N/A																		
DATE	8/15/2014	W/O 14-7042	INSPECTOR <i>[Signature]</i>																			
<p>Total To Carry Forward</p>																						

Registration No. _____

EXEC 1 AVIATION.
FAA Approved repair station X1AR676H
Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-1020	30,000	XX
0	20	35,000	XX
500	480	40,000	XX
1,000	980	45,000	XX
1,500	1,475	50,000	XX
2,000	1,970	55,000	XX
3,000	2,970	60,000	XX
4,000	3,965	70,000	XX
6,000	5,960	80,000	XX
8,000	7,940		
10,000	9,920		
12,000	11,910		
14,000	13,900		
16,000	15,890		
18,000	17,880		
20,000	19,870		
22,000	XX		
25,000	XX		

Altimeter Position

Pilot	<input checked="" type="checkbox"/>
Copilot	<input type="checkbox"/>

ALT. S/N 20148176
Date 8/15/2014
WO # 14-7042

DOC#ECC123

EXEC 1 AVIATION.
FAA Approved repair station X1AR676H
Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-1020	30,000	XX
0	0	35,000	XX
500	480	40,000	XX
1,000	980	45,000	XX
1,500	1,480	50,000	XX
2,000	1,985	55,000	XX
3,000	2,990	60,000	XX
4,000	3,990	70,000	XX
6,000	5,980	80,000	XX
8,000	7,970		
10,000	9,960		
12,000	11,940		
14,000	13,940		
16,000	15,960		
18,000	17,950		
20,000	19,950		
22,000	XX		
25,000	XX		

Altimeter Position

Pilot	<input type="checkbox"/>
Standby	<input checked="" type="checkbox"/>

ALT. S/N 453976
Date 8/15/2014
WO # 14-7042

DOC#ECC123

FAA Certified
Repair Station
X1AR676H

AIRCRAFT LOG

Exec Aviation

Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 15-7740

Airframe Logbook Entry

Piper PA28-181 S/N-28-43639

10/1/2015 N639ST Hobbs- 289.9 AFTT-289.9 Eng TT 289.9 (18 Jul 06). Completed 100 hr./Annual Inspection I/A/W FAR 43 Appendix "D" and Exec 1 Aviation's checklist. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Jacked A/C: Inspected, cleaned and repacked all wheel bearings, serviced tires. Pressure tested muffler/heater and exhaust assembly, no defects noted. Complied with Aircraft Battery ICA for Capacity Check. Passed 91%. Removed P/N 9015607 Standby Gyro Emergency Battery and replaced with new S/N H15-12545. Next capacity check due 8/31/2016, Next replacement due 31 Aug. 2018 (3yrs.) Checked AD's, Info: AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.) does not apply due to Type "D" Hoses are installed. Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.). Info: AD2013-02/13, eff. 3/11/2013, visual inspection of elevator cables and turn buckles, I/A/W Piper MSB-1245A, due 7/2021. C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. Info: ELT Battery P/N 452-0130. ELT battery due date 30 Jun 16.

I Certify that this AIRCRAFT has been inspected I/A/W an ANNUAL INSPECTION and was determined to be in AIRWORTHY Condition.

Michael D. Callison

Michael D. Callison
Asst. Chief Inspector
FAA CRS X1AR676H



EMERGENCY BATTERY REPLACEMENT

Affix this label in aircraft logbook

Recommended battery replacement 3 years from date of manufacture. Order replacement battery from Mid-Continent Instruments and Avionics at (800) 821-1212.

Date of Manufacture: Aug. 2015

Registration No. _____

FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL SPECIFICATIONS OF APPENDIX E OF PART 43			
ALTIMETER CERTIFIED TO			
PILOT	20,000 FEET	STANDBY	20,000 FEET
S/N	20148176	S/N	V9796
DATE	11/16/2016	W/O	16-8353
INSPECTOR		<i>SCF</i>	

EXEC 1 AVIATION
FAA APPROVED REPAIR STATION # X1AR676H

FAR 91.413 THE ATC TRANSPONDER AND INSPECTIONS AS REQUIRED BY FAR 91.413 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH PART 43 APPENDIX E, AND APPENDIX E PARAGRAPH C.			
TRANSPONDER #1	MAKE: Garmin	MODEL: GTX-330	S/N: 84121920
TRANSPONDER #2	MAKE: N/A	MODEL: N/A	S/N: N/A
DATE	11/16/2016	W/O	16-8353
INSPECTOR:		<i>SCF</i>	

EXEC 1 AVIATION
FAA APPROVED REPAIR STATION # X1AR676H

EXEC 1 AVIATION FAA Approved repair station X1AR676H Altimeter Scale Error Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-1000	30,000	XX
0	-20	35,000	XX
500	480	40,000	XX
1,000	980	45,000	XX
1,500	1,480	50,000	XX
2,000	1,980	55,000	XX
3,000	2,980	60,000	XX
4,000	3,980	70,000	XX
6,000	5,970	80,000	XX
8,000	7,970		
10,000	9,970		
12,000	11,970		
14,000	13,970		
16,000	15,970		
18,000	17,970		
20,000	19,980		
22,000	XX		
25,000	XX		

Altimeter Position	
Pilot	X
Copilot	

ALT. S/N 20148176
Date 11/16/2016

WO # 16-8353

DOC#ECC123

FAR 91.411 ALTIMETERS, ALTITUDE REPORTING EQUIPMENT AND STATIC PRESSURE SYSTEM HAVE BEEN CHECKED AND MEET ALL SPECIFICATIONS OF APPENDIX E OF PART 43

ALTIMETER CERTIFIED TO

PILOT

20,000 FEET

STANDBY

20,000 FEET

Phone 515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
WO# 16-8353

Airframe Logbook Entry

Piper PA28-181 S/N-28-43639

11/17/2016 N639ST Hobbs- 308.0 AFTT-308.0 Eng TT 308.0 Prop TT 308.0 (18 Jul 06). Completed 100 hr./Annual Inspection I/A/W FAR 43 Appendix "D" and Exec 1 Aviation's checklist. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Replaced LH wing fuel sump and firewall strainer fuel sump with new CCA-1550. Jacked A/C: Inspected, cleaned, and repacked all wheel bearings. Rotated main tires and serviced all pressures. Installed new grease seals on RH main wheel P/N's 154-12000. Pressure tested muffler/heater and exhaust assembly, no defects noted. Complied with Aircraft Battery ICA for Capacity Check, Failed at 48%, Installed new G-243 battery S/N G02943122. Capacity checked standby gyro battery, next capacity check due 11/31/2017, next replacement due 08/31/2018 (3yrs.) Replaced standby altimeter with overhauled unit P/N 5934PD-1A.134, S/N V9796 leak checked static system, okay. Checked AD's, Info: AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.) does not apply due to Type "D" Hoses are installed. Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.). Info: AD2013-02/13, eff-3/11/2013, visual inspection of elevator cables and turn buckles, I/A/W Piper MSB-1245A, due 7/2021. C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. Info: ELT Battery P/N 452-0130. ELT battery due 09/2019

I certify that this AIRCRAFT has been inspected I/A/W an ANNUAL INSPECTION and was determined to be in an AIRWORTHY condition.

Jeffery Lee
Chief Inspector
FAA CRS X1AR676H

FAA Certified
Repair Station
X1AR676H

Exec Aviation

515-965-1020
3700 SE Convenience Blvd
Ankeny, Iowa 50021
W/O# 17-8463

Airframe Logbook Entry

20 Jan. 2017 N639ST Tach 311.1-Removed left main gear assembly and disassembled and replaced Seal Kit P/N 06-03975. Reassembled and reinstalled and serviced with 5606 Hydraulic fluid and nitrogen.

Wm D. Collier

Michael D. Callison
Asst. Chief Insp.
FAA CRS X1AR676H

Exec Aviation

Airframe Logbook Entry

3/1/2018 N639ST Hobbs- 317.0 AFTT-317.0 Eng TT 317.0 Prop TT 317.0 (18 Jul 06). Completed Annual Inspection I/A/W FAR 43 Appendix "D" and Exec 1 Aviation's checklist. Checked all control surfaces and surface controls for condition, attachment and rigging. Checked all electrical lighting and equipment. Cleaned fuel strainer and drained sumps. Jacked A/C: Inspected, cleaned, and repacked all wheel bearings. Installed new grease seals on LH main wheel P/N's 154-12000. Removed nose strut and cleaned and replaced seals with new seal kit P/N JMPNS1. Serviced with hydraulic fluid and nitrogen. Pressure tested muffler/heater and exhaust assembly, no defects noted. Complied with Aircraft Battery ICA for Capacity Check, Passed at 98%. Replaced standby gyro battery P/N 9015607 S/N B18-10071, next capacity check due 3/31/2019, next replacement due 03/31/2021 (3yrs.) Checked AD's, Complied with AD2018-02-05 eff 2/7/2018 by inspection of fuel selector cover placards in accordance with Piper Aircraft Service Bulletin No. 1309. Fuel Placards found to be properly installed. No further action required. Info: **AD 95-26-13 eff. 2/5/96 (8 Yr/1000 Hr.) does not apply due to Type "D" Hoses are installed.** Info: Induction Air Filter AD 84-26-02 eff. 29 Jan 85- Replacement of Induction Air Filter due 606.1 Hobbs/ On Condition (500hr.). Info:AD2013-02/13, eff-3/11/2013, visual inspection of elevator cables and turn buckles, I/A/W Piper MSB-1245A, due 7/2021. C/W FAR 91.207(d) 1-4 ELT Corrosion Inspection and Operational Check, No Corrosion Noted, Operated normal. Info: ELT Battery P/N 452-0130. ELT battery due 09/2019

I certify that this AIRCRAFT has been inspected I/A/W an ANNUAL INSPECTION and was determined to be in an AIRWORTHY condition.

Michael D. Callison
Chief Inspector
FAA CRS X1AR676H

11-29-2018 N639ST Tach:353.8

Removed and replaced left and right landing lights with new Whelen Parmetheus Plus LED Landing Light Model P36P2L, 01-0771833-20, S/Ns 13443 & 13444. Operational checks – satisfactory. Aircraft returned to service.

Amos T. Akerman A&P 2862556 IA

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		

**AKERMAN AVIATION • 1321 APOPKA AIRPORT ROAD • HANGAR 54
ORLANDO-APOPKA AIRPORT (X04) • APOPKA, FLORIDA 32712**

03-22-2019 N639ST HM:0362.5 AFTT:03662.5

Opened airframe, inspected and lubricated in accordance with Piper Service Manual Inspection Checklist. Ships primary battery removed, inspected, serviced, tested and charged. Standby gyro battery (P/N 9015607) due for replacement by 03-31-2021. Cleaned, inspected and packed all wheel bearings. Cleaned and inspected induction air filter, due for replacement at HM:606.1. Inspected and pressure tested exhaust system with no abnormalities noted. Replaced left and right missing plates behind left and right main landing gear legs with new P/N 65688-002 (left) and P/N 65688-003 (right). ELT inspected in accordance with FAR 91.207(D)(1-4), battery due for replacement on or before 09-2019.

ADs checked for compliance, see compliance record for this date.

I certify that this airframe has been inspected in accordance with manufacturers recommendation and FAR 43, Appendix D, for ANNUAL inspection and has been found airworthy this date and time.

Amos T. Akerman A&P 2862556 IA

IFR

The tests required by FAR 91.411, 91.413, & 91.217 have been performed in accordance with FAR 43 appendix E paragraphs (a), (b), & (c) and appendix F.

W.O. # 121876 Tested to 20K feet

Altitude Model 5934PD-1 s/n V9796 (pilot)

Altitude Model AK s/n AK (co-pilot)

Air Data Computer 700-00006 s/n 20148176

#1 Transponder AK s/n AK

#2 Transponder 65X330 s/n 84121920

#1 Altitude Reporter AK350 s/n 64078

#2 Altitude Reporter AK s/n AK

Static System (pilot) OK (co-pilot) AK

Signed [Signature] Date 4-3-19

Volusia Aviation, Inc. 386-767-6763 FAA CRS # JL5R476X

Total To
Carry Forward

Registration No.

ALTIMETER

ADC

Altitude	Scale Error	Tol ±	Friction ±	Case Leak 18,000' ± 100'
-1000	-10	20	-	Hysteresis ±75'
0	-10	20	-	Altitude
500	-10	20	-	40% 8000
1000	-10	20	~ 70	50% 10000
1500	-20	25	-	After Effect ±30'
2000	-20	30	~ 70	Barometric Scale Difference
3000	-20	30	~ 70	28.10 -1725 -1727
4000	-20	35	~	28.50 -1340 -1340
5000	-	-	~ 70	29.00 -865 -863
6000	-20	40	-	29.50 -390 -382
8000	-20	60	-	29.92 0 0
10000	-20	80	- 80	30.50 530 531
12000	-30	90	-	30.90 895 893
14000	-30	100	-	30.99 975 974
15000	-	-	~ 90	Altitude S/N
16000	-30	110	-	20148176
18000	-20	120	-	Make <u>AK</u> Model/Part #
20000	-20	130	~ 100	700-00006
22000	-	140	-	Master Altitude P/N & S/N
25000	-	155	~ 120	124-00006/418254
30000	-	180	~ 140	Date Tested
35000	-	205	~ 160	4-3-19
40000	-	230	~ 180	Technician
45000	-	255	-	122
50000	-	280	~ 250	Certificate # JL5R476X

Tested in compliance with FAA FAR 43 Appendix E
Calibrated to 20K Ft. W.O. # 121876

Volusia Aviation, Inc. 923 Beville Road South Daytona, FL 32119 FAA CRS # JL5R476X

Signature

Certificate No.

ALTIMETER

Altitude	Scale Error	Tol ±	Friction ±	Case Leak 18,000' ± 100'
-1000	0	20	-	Hysteresis ±75'
0	+5	20	-	Altitude
500	+5	20	-	40% 8000
1000	0	20	10 70	50% 10000
1500	0	25	-	After Effect 0 ±30'
2000	0	30	10 70	Barometric Scale Difference
3000	-5	30	10 70	28.10 -1725 -1727
4000	-10	35	~	28.50 -1340 -1340
5000	-	-	10 70	29.00 -865 -863
6000	-15	40	-	29.50 -390 -382
8000	-15	60	-	29.92 0 0
10000	-20	80	10 80	30.50 530 531
12000	-5	90	-	30.90 895 893
14000	0	100	-	30.99 975 974
15000	-	-	10 80	Altitude S/N
16000	0	110	-	V9796
18000	+5	120	-	Make <u>AK</u> Model/Part #
20000	0	130	20 100	5934PD-1
22000	-	140	-	Master Altitude P/N & S/N
25000	-	155	~ 120	124-00006/418254
30000	-	180	~ 140	Date Tested
35000	-	205	~ 160	4-3-19
40000	-	230	~ 180	Technician
45000	-	255	-	122
50000	-	280	~ 250	Certificate # JL5R476X

Tested in compliance with FAA FAR 43 Appendix E
Calibrated to 20K Ft. W.O. # 121876

Volusia Aviation, Inc. 923 Beville Road South Daytona, FL 32119 FAA CRS # JL5R476X

AIRCRAFT LOG

Aircraft Time



LOG ENTRY

Date: 9-10-2109 A/C Model: PA 28-181 Registration: N639ST
 Work Order: 98 SN: 2843639 AC Time: 367.5

Removed Garmin GTX 330 pn 011-00455-00 sn 84121920 installed Garmin ADS-B in/out GTX 345 transponder pn 011-03302-00 sn 3EG002074. Transponder was tested and certified by CRS JL5R476X work order R2133.

Removed #1 and #2 Garmin GNS 430, sent for WAAS upgrade and reinstalled pn 011-00280-10 sn 97133990 and 97133986. Installed pn 011-01060-40 same sn. Removed #1 and #2 GPS antennas PN 011-00134-00 sn 59419837 and 59419836. Installed new #1 and #2 GA35 antennas pn 013-00235-00 sn 173211 and 173212. Configured #1 and #2 430w and verified proper operation. Applicable AFMS, ICA, and Equipment list revision have been inserted in aircraft flight manual. See FAA form 337 dated 9-10-2019 for details of this alteration.


 Angel R. Otero Jr.

Florida Mobile Avionics, LLC.

Airframe 4070834

Based on work performed this aircraft was repaired and or inspected in accordance with current FAR's and approved for return to service. See work order for details.

Registration No. _____

VFR

The tests required by FAR 91.413, & 91.217 have been performed in accordance with FAR 43 appendix F.
 W.O. # R2133 Tested to 20K feet
 #1 Transponder GTX345 s/n 3EG002074
 #2 Transponder nm s/n nm
 #1 Altitude Reporter AK350 s/n 64678
 #2 Altitude Reporter nm s/n nm
 Signed [Signature] Date 9-9-19
 Volusia Aviation, Inc. 386-767-6763 FAA CRS # JL5R476X

Signature

Certificate No.

AKERMAN AVIATION • HANGER 54 • APOPKA, FLORIDA (X04)

1321 APOPKA AIRPORT ROAD • HANGAR 54 • APOPKA, FLORIDA 32712

04-08-2020 N639ST Piper PA-28-181, S/N 2843639 HM:0376.2 AFTT:0376.2

Opened airframe, inspected, and lubricated in accordance with Piper Service Manual Inspection Checklist. Installed Gill G-243 24-volt battery, S/N G03068783. Standby gyro battery (P/N 9015607) due for replacement 03-31-2021. Cleaned, inspected, and packed all wheel bearings. Cleaned and inspected induction air filter, due for replacement at HM:606.1. Inspected and pressure tested exhaust system with no abnormalities noted. ELT inspected in accordance with FAR 91.207(D)(1-4), battery replaced with P/N 452-0130, S/N 386036-017, expires April 2023.

ADs checked for compliance, see compliance checklist dated 04-08-2020.

I certify that this airframe has been inspected in accordance with manufactures recommendations and FAR 43, Appendix D, for ANNUAL inspection and has been found airworthy this date and time.


 Amos T. Akerman A&P 2862556 IA