

DATE

19

TACH
TIME

FLTD

J.A. AIR CENTER

DuPage Airport • West Chicago, IL 60185

FAA Repair Station #NF2R029L

AIRFRAME LOG ENTRYType PA28R-201
S/N 7737040
N# 26720

Description of work done:

Tested Altimeter(s), Altitude Reporting and Static System(s)
in accordance with Part 43, Appendix E for compliance with
FAR 91.411 and FAR 91.217.

Pilot Altimeter P/N 5934P-3 S/N 7K796 Range 20k

Copilot Altimeter P/N S/N Range

Transponder tested in accordance with P-
for compliance with FAR 91.413

Date 6/29/02 Make King

The aircraft, airframe, engine,
Federal Aviation Agency

WO 19370

50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0

SERVICEABLE**CE AVIONICS**

Sanford Airport, FL 32773
Orlando Exec. Airport, FL 32803

Model 5934P-3
Type Altimeter

Customer Delta Connection

The unit identified hereon was repaired and inspected in accordance
with current F.A.R.'s and approved for return to service.

Inspector [Signature]

Serial No. 773795

Mfg'r United

W.O. 44459

Date 6-29-04

FAA Approved Repair
Station OE4R411M
Station OE4D411M

TRANSPONDER TEST & INSPECTIONS REQUIRED BY FAR 91.413 WERE

PERFORMED AND FOUND TO COMPLY WITH FAR 43, APPENDIX F.

1. MAKE King MODEL KT 76 S/N 38311

THE INTEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE
REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE
PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX E (c).

THE STATIC PRESSURE SYSTEM HAS BEEN TESTED AND FOUND
TO COMPLY WITH REQUIREMENTS OF FAR 91.411

W.O.# 44459

DATE 06/29/04

SIGN [Signature]

CE AVIONICS, INC.
FAA OE4R411M

Log Entry
Piper

Airframe
PA28

N2672Q
S/N 28R7737040

30 Nov 04 Removed Transponder King KT76 SN 38311 for repair ,repaired and reinstalled same transponder in aircraft

THE ATC TRANSPONDER TEST & INSPECTIONS REQUIRED BY FAR 91.413 WERE PERFORMED AND FOUND TO COMPLY WITH FAR 43, APPENDIX F.

1. MAKE King MODEL KT76 S/N 38311

THE INEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX E (c).

WO# 45217 CE AVIONICS, INC.
DATE 30 Nov 04 FAA OE4R411M
SIGN [Signature]

THE STATIC PRESSURE SYSTEM HAS BEEN TESTED AND FOUND TO COMPLY WITH THE REQUIREMENTS OF FAR 91.411

W.O.# 45217 CE AVIONICS, INC.
DATE 30 Nov 04 FAA OE4R411M
SIGN [Signature]

Log Entry
Piper

Airframe
PA28R

N2672Q
S/N 28R-7737040

14 Nov 05 Removed Transponder King KT-76 SN 38311 for repair, repaired and reinstalled same transponder in aircraft

THE INTEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX E (c).

THE STATIC PRESSURE SYSTEM HAS BEEN TESTED AND FOUND TO COMPLY WITH THE REQUIREMENTS OF FAR 91.411

WO# 46854 CE AVIONICS, INC.
DATE 14 Nov 05 FAA OE4R411M
SIGN [Signature]

Log Entry
Piper

Airframe
PA28

N2672Q
S/N 28R-7737040

24 Jan 06 Removed Transponder King KT-76 SN 38311 for repair, repaired and reinstalled same transponder in aircraft.

THE INTEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX E (c).

THE STATIC PRESSURE SYSTEM HAS BEEN TESTED AND FOUND TO COMPLY WITH THE REQUIREMENTS OF FAR 91.411

WO# 47144 CE AVIONICS, INC.
DATE 24 Jan 06 FAA OE4R411M
SIGN [Signature]

Log Entry
Piper

Airframe
PA-28R-201

N2672Q
S/N 28R-7737040

1 Mar 06 Removed Transponder King KT-76 SN 38311 for repair, repaired and reinstalled same transponder in aircraft.

THE INTEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX E (c).

THE STATIC PRESSURE SYSTEM HAS BEEN TESTED AND FOUND TO COMPLY WITH THE REQUIREMENTS OF FAR 91.411

WO# 47317 CE AVIONICS, INC.
DATE 1 Mar 06 FAA OE4R411M

Entry Log
Piper

Airframe
PA28

N2672Q
S/N 28R7737040

REMOVED PILOTS UNITED 5934P-1 ALTIMETER S/N 7K795 AND REINSTALL
AFTER RECERTIFYING TO 20,000' IAW FAR 43 APPENDIX E(b).

THE ATC TRANSPONDER TEST & INSPECTIONS REQUIRED BY FAR 91.413
WERE PERFORMED AND FOUND TO COMPLY WITH FAR 43, APPENDIX F.
1. MAKE King MODEL KT76 S/N 38311

THE INTEGRATION TEST OF THE AUTOMATIC PRESSURE ALTITUDE
REPORTING SYSTEM AND THE ATC TRANSPONDER MODE "C" WERE
PERFORMED TO 20,000 FT. AND COMPLIED WITH FAR 43, APPENDIX
E (c).

THE STA
TO COM

W.O.#
DATE
SIGN

SERVICEABLE



Sanford Airport, FL 32773
Orlando Exec. Airport, FL 32803

Model Altimeter Serial No. 7K795
Type 5934P-1 Mfg'r United
Customer Delbert Bank W.O. 47716

The unit identified hereon was repaired and inspected in accordance
with current F.A.R.'s and approved for return to service.

Inspector [Signature] Date 6-13-06

Unit rec'd STAR 43 APP E 1020000

Date

Removed
21502A.

The aircraft
FAA regu

[Signature]

Louis A

For: Rep

Phone

URL www.r

*Installer must cross-check eligibility with app

pts must contain an ins

Authority of the county sp

only to install the part/co

RESPONSIBILITIES

OR PRINTED)

SIGNATURE

19

Certifies if
Block 13 is
respect to:

662R

4

9. ELIG

BASE CERTIF

RTNESS APPROVAL

WEST STAR
AVIATION

W\$A

DATE: 9-11-08

N#: 2672Q

MFG: Piper

MODEL: PA-28

S/N:

LDG/TACH: 573006020

T.T./H/M: 5730-0

CUSTOMER: Turk Aviation

ALTIMETER/ADC ENCODER

MFG: United

MODEL: 5934P-1

S/N: 7K795

P/N

- I cert
- tests
- App
- #1 T
- Pilot
- Refe

The aircraft,
accordance v
service with

Date 11SEP2008 Signed Andrew Crossman for West Star Aviation
1,000 20 70 Pres

A.	Scale Error: Altitude (Ft.)	Tol. ± (ft.)	Encoding Reporting Setting (K ft.)	Friction Test: Tol. ± (ft.)	B. C C. F D. A
	-1,000	0	20	Tol. ± 125 ft.	
	0	0	20	-900	
	500	-10	20	100	
	1,000	-10	20	500	
			20	1,000	

Mueller Avionics, Inc. CRS #QYVR044J

N 2672Q
Aircraft Piper PA 28R
Serial # 28R-7737040

Remove KN64, KLN88, associated wiring, and antennas. Installed cover plates over vacated radios and antenna openings. Remove KT76, rack and connector. Install KT76A in its place; connect to existing encoder and antenna. See Weight & Balance and Equipment List update and transponder certificate. See work order numbers 7289 & 7292 this date

Signature H James Mueller, Jr Date 21 JAN 2011

Aircraft N 2672Q Date: Jan 19, 2011
Model # KT76A Serial # 34578
Transponder system tested in accordance with part 43, Appendix "F" & Appendix "E", Subpart (c) for compliance with FAR 91.413.

Model # 5934P-3 Serial # 7K795
Altimeter, Altitude Reporter & Static System tested in accordance with Part 43, Appendix "E" for compliance with FAR 91.411
Altimeter Tested to: 20Kft Work Order # 7292
Signature H James Mueller
MUELLER AVIONICS, INC. CRS # QYVR044J

N2672Q
Mueller Avionics, Inc. CRS #QYVR044J

P/N	5934P-3	S/N	7K795
ALT		ALT	
FT	ERROR	FT	ERROR
-1000	-10	16000	-90
0	-10	18000	-70
500	-10	20000	-60
1000	-10	22000	
1500	-10	25000	
2000	-10	30000	
3000	-10	35000	
4000	-10	40000	
6000	-20	45000	
8000	-40	50000	
10000	-50	Hys 50%	0
12000	-60	Hys 40%	+10
14000	-80	Zero	+10

Date: Jan 19, 11 Signature H James Mueller

Feb
12
2013

Model # KT76A
Aircraft N 2672Q
Transponder system tested in accordance with Part 43, Appendix "E" Subpart (c) for compliance with FAR 91.413
Signature: H James Mueller
MUELLER AVIONICS, INC.

Model # 5934P-3
Aircraft N 2672Q
Altimeter, Altitude Reporter & Static System tested in accordance with Part 43, Appendix "E" for compliance with FAR 91.411
Altimeter tested to: 20Kft
Signature: H James Mueller
MUELLER AVIONICS, INC.

N2672Q
Mueller Avionics, Inc. CRS #QYVR044J

P/N	5934P-3	S/N	7K795
ALT		ALT	
FT	ERROR	FT	ERROR
-1000	-10	16000	-60
0	0	18000	-80
500	0	20000	-70
1000	0	22000	
1500	0	25000	
2000	-10	30000	
3000	-10	35000	
4000	-10	40000	
6000	-20	45000	
8000	-30	50000	
10000	-40	Hys 50%	+10
12000	-40	Hys 40%	+10
14000	-50	Zero	+10

Date: Feb 12, 13 Signature H James Mueller

20

I CERTIFY THAT THE TRANSPONDER TEST AND INSPECTION REQUIRED BY CFR 91.413
I AW PART 43, APPENDIX F, THE ALTIMETER AND STATIC SYSTEM TEST PERFORMED BY
CFR 91.411, I A W PART 43, APPENDIX E HAVE BEEN PERFORMED. THE ALTIMETER HAS
BEEN TESTED TO 16K FEET AND TEST RESULTS ARE ON FILE UNDER
WORK ORDER # 4020
REGISTRATION# N 2672R
DATE 02/26/2015
AUTHORIZED SIGNATURE [Signature]
D&P TESTING, INC. FAA CRS#2 DPR 2W6 301 980 4220

Note: Blind Encoder error +/- 125' of ideal see form 19-5 if needed

D&P TESTING, INC.
44174 Airport Road Suite 200
California, MD 20619
301 373 4505

Step 1: PRETEST GROUND LEVEL +370

Step 2: SCALE ERROR *

Blind

Altitude @ BP=29.92	Max +/- Tolerance	Error	Encoder Error +/- 125 ft
-1,000	20	-10	0
0	20	0	+10
500	20	0	-50
1,000	20	+10	-20
1,500	25	+10	-25
2,000	30	-10	-50

NAME: [REDACTED]
MODEL: [REDACTED]
SERIAL: [REDACTED]
REG: [REDACTED]
WORK ORDER: [REDACTED]

Capital Aviation Instruments & Avionics

FAA ID: [REDACTED]
CIRCUIT BREAKER: [REDACTED]
MAGNETOMETER: [REDACTED]
TEMPERATURE PROBE: [REDACTED]

Avionics Entries

Removed the following equipment: Pilots DG p/n 111262-003-14 at station 60 1. Pilots VSI p/n 7000 at station 60 9. Bendix King KI 208 at station 59 7. Bendix King KX 155 Nav/Com at station 56 6. Bendix King KR-86 ADF at station 60 1. Installed the Garmin G500 System. Garmin GDU 620 Display at station 61 0. Garmin GDC 74A Unit at station 126 0. Garmin GRS 77 AHS at station 127 0. Garmin GMU 44 Magnetometer at station 112 0. Garmin GTP 59 Temperature Probe at station 118 0. Installed Garmin G500 Primary Flight Display (PFD) and Multifunction Display (MFD) System according to STC# SA02015SE-D (PA 46-350P) and the Garmin G500 AML STC Installation Manual. P/N 190-01102-06 Rev. 9, dated Jan 2014. Work performed in reference to criteria specified in AC 43 13-18 Chapters 11 & 12, and AC 43 13-2B Chapters 1 & 2. Electrical power to the G500 system is provided from the Main 14V DC buss through a 5A circuit breaker labeled "PFD" for the GDU 620, a 5A circuit breaker labeled "AHS" for the GRS 77, and a 5A circuit breaker labeled "ADC" for the GDC 74A. Circuit breakers are mounted in the right instrument panel and are accessible to the pilot in flight. Inserted Garmin FAA approved instructions for Continued Airworthiness document number 190-01102-00 Rev. 5 Dec. 2012 into the aircraft records. An FAA approved G500 AFMS P/N 190-01102-01 Rev. 2 was inserted in the Aircraft Flight Manual. A Garmin G500 Pilots Guide P/N 190-01102-02 Rev. B and Garmin G500 Cockpit Reference Guide P/N 190-01102-03 Rev. C were placed in the aircraft. Installed Garmin GTN-650 Touchscreen GPS/Nav/Com transceiver at station 59 0. Installed Garmin GA-35 WAAS GPS antenna at station 60 0. Installed Garmin GDL-88 Remote ADSB transceiver at station 127 0. Installed Comant CI-105 antenna at station 119 0. Garmin GTN-650 installed in accordance with Garmin STC SA02019SE-D March 18, 2011 and Garmin GTN-6XX/7XX STC installation manual p/n 190-01007-A3 rev. 7 Dec. 2013. Garmin GA-35 installed in accordance with Garmin STC SA01695SE Feb. 15, 2007. Garmin GDL-88 and Comant CI-105 installed in accordance with Garmin STC SA02119CE dated Dec. 28, 2012 and Garmin STC installation manual p/n 190-01310-00 rev. 4, Aug 2014. Inserted Garmin GTN 650 FAA approved instructions for Continued Airworthiness document number 190-01007-A1 rev. 7 Nov. 2014 into the aircraft maintenance records. Inserted Garmin GDL-88 FAA approved instructions for Continued Airworthiness document number 190-01310-01 rev. 1 Nov. 21, 2012 into the aircraft maintenance records. Inserted Garmin GA-35 FAA approved instructions for Continued Airworthiness document number 190-00673-01 rev. F Aug 27, 2007 into the aircraft maintenance records. Removed Bendix King KLN-89B Flight Manual Supplement from the aircraft Flight Manual. Inserted Garmin GDL-88 FAA Approved Flight Manual Supplement document number

1 of 2

190-01310-02 rev. 1 Dated Dec. 28, 2012 into the Aircraft Flight Manual. Inserted Garmin GTN 625, 635, 650, 735 or GPS/SBAS Navigation System FAA Approved Flight Manual Supplement document number 190-01007-A2 rev. 4, Nov 2014 into the Aircraft Flight Manual. GTN-650, GA-35, CI-105, and GDL-88 installed in accordance with AC 43 13-18 Chapters 10, 11 and 12 and AC 43 13-2B Chapters 1 and 2. GPS evaluated in accordance with AC 20-109D dated 3/28/14 and found to meet with all requirements. 5 Amp circuit breakers labeled "COM 1" and 5 Amp circuit breaker labeled "GPS" located on the avionics bus provides power to the GTN-650. A 3 amp circuit breaker labeled GDL-88 located on the avionics bus provides power to the GDL-88. An operational test was performed on all newly installed equipment in accordance with manufactures instructions and all functions performed properly. All aircraft systems were tested and determined that no electromagnetic interference to or from newly installed equipment occurred. An electrical load analysis was performed and found that the continuous load of the generating system output does not exceed 80% of the capacity. Weight and balance and equipment list revised.

THE AIRCRAFT AIRFRAME, AIRCRAFT SYSTEMS, AND/OR EQUIPMENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE WORK ORDER.

DATE: 2/19/2016

SIGNED: [Signature]

Capital Aviation Instruments & Avionics

Work Order: 52020

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2 of 2

MAKE PIPER
MODEL PA 28R-201
S/N 28R-7737040
REG NO N2672Q
WORK ORDER 52358

Capital Aviation Instruments & Avionics

Repair Station No. OY1R391K
10660 Aviation Lane
Manassas, VA 20110
Phone 703-369-0500

DATE 5/9/2016
A/C TSN
TACH

Airframe Entries

- Secured the AHRS rack, no further fault found with AHRS system. Added insulating washer for the copilots headphone jack at the rear of the panel.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE WORK ORDER.

DATE: 5/9/2016

SIGNED:



Work Order: 52358

Leslie Touart
Certified Repair Station No. OY1R391K

Printed by EBis 3 (datcomedia.com)

MAKE PIPER
MODEL PA 28R-201
S/N 28R-7737040
REG NO N2672Q
WORK ORDER 52534

Capital Aviation Instruments & Avionics

Repair Station No. OY1R391K
10660 Aviation Lane
Manassas, VA 20110
Phone 703-369-0500

DATE 7/19/2016
A/C TSN 82268
TACH 11744

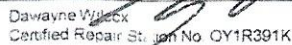
Airframe Entries

- Installed rear support strap on transponder rack in accordance with AC 43 13-2B paragraph 202.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER THE ABOVE WORK ORDER.

DATE: 7/19/2016

SIGNED:



Dawayne Wilcox
Certified Repair Station No. OY1R391K

Work Order: 52534

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I CERTIFY THAT THE TRANSPONDER TEST AND INSPECTION REQUIRED BY CFR 91.413
I A W PART 43, APPENDIX F, THE ALTIMETER AND STATIC SYSTEM TEST PERFORMED BY
CFR 91.411, I A W PART 43, APPENDIX E HAVE BEEN PERFORMED. THE ALTIMETER HAS
BEEN TESTED TO 16K FEET AND TEST RESULTS ARE ON FILE UNDER

WORK ORDER # 6030

REGISTRATION# N2672Q

DATE 03/09/2017

AUTHORIZED SIGNATURE 

D&P TESTING, INC. FAA CRS #2 DPR 2W6 301 980 4220

Logbook Entry

Date 9/7/2017

Make Piper

N# 2672Q

Tach = 1444.5

Troubleshoot autopilot system. Determined Roll Signal Filter inop. Customer notified. No corrective action taken. Replaced pilot push to talk switch.

The aircraft and/or appliance identified above was repaired and/or inspected in accordance with current FAA regulations and is approved for return to service for the work performed

Pertinent details of this repair are on file at this Repair Station under Work Order

17-565

Michael Guyer

Michael Guyer for CRS PG2R082L

For. Ron Collins Aviation Electronics LLC 2158 State Route 136W. Henderson, KY 42420

Phone (270)827-1161 FAX (270)827-1164 CRS No PG2R082L

URL www.roncollinsaviation.com E-Mail mike@roncollinsaviation.com

Pri: N2672Q

Mueller Avionics, Inc. CRS #QYVR044J

P/N	S/N	ALT	FT	ERROR
6DC74A	20621545	ALT	FT	ERROR
-1000	0	16000	0	

Serial # 20621545
Date: July 16 2019
Altitude Reporter & Static System tested in accordance
3, Appendix "E" for compliance with FAR 91.411
Tested to 20Kft Work Order # 10802
Mueller Avionics, Inc. Primary CRS # QYVR044J

Stdby N2672Q

Mueller Avionics, Inc. CRS #QYVR044J

P/N	S/N	ALT	FT	ERROR
5934P-3	7K795	ALT	FT	ERROR
-1000	-10	16000	-50	
0	-10	18000	-60	
500	0	20000	-60	
1000	0	22000		
1500	0	25000		
2000	-10	30000		
3000	-10	35000		
4000	-20	40000		
6000	-20	45000		
8000	-40	50000		
10000	-50	Hys 50%	+10	
12000	-60	Hys 40%	+10	
14000	-60	Zero	0	

Serial # 34578
Date: July 16 2019
Altitude Reporter & Static System tested in accordance
with part 43, Appendix
endix "E", Subpart (c) for compliance with FAR 91.413.
Work Order # 10802
Mueller Avionics, Inc. CRS # QYVR044J

Serial # 7K795
Date: July 16 2019
Altitude Reporter & Static System tested in accordance
43, Appendix "E" for compliance with FAR 91.411
Tested to 20Kft Work Order # 10802
Mueller Avionics, Inc. CRS # QYVR044J

Date 7/16/19 *W. J. Mueller*



Autopilots Central, Inc.

3112 North 74th East Avenue
Hangar 23, Tulsa International Airport - Tulsa, OK 74115
(918)836-6418 - Fax (918)832-0136
FAA CRS CM2R747K
Logbook Entry

Sold To: Turk Aviation, LLC
904 Woodlake Ct.
O Fallon, IL 62269

Work Order: **AV18-05021**
Acct Number: (618)580-7300

Opened: 2/12/2018
Closed: 2/14/2018

Aircraft Number:	N2672Q	Type:	PIPER PA28R-201	S/N:	28R-7737040		
Total Time:		Hobbs Time:		Tach Time:	1,486.3 LG Cycles:		
Eng#	Type	S/N	Time	Cycles	Prop Type	Prop S/N	Prop Time
1							

Discrepancy: 1

Action Taken:

Ground checked autopilot has no heading from Garmin. Troubleshoot wiring found missing excitation for CD33 to transformer box. Rang wires for transformer box from Garmin and to radio coupler CD33 and CD33 pigtail. Removed radio coupler for bench test.

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
10K	Resistor		2.00	Each		\$
126-1063	Backshell		1.00	Each		\$
126-1069-02	Locking Ring		1.00	Each		\$
28S79	5 Ctct Plug		1.00	Each		\$
SP-66	Transformer		2.00	Each		\$

Discrepancy: 2

Action Taken:

Updated GTN650 software from 5.13 to 6.41 using Garmin Service Bulletin number 1722 Revision B dated January 2018 as a reference. Updated customers data via his Jeppesen account.

Discrepancy: 3

Action Taken:

PRELIMINARY INSPECTION: Radio coupler is missing pigtail connector.
WORK PERFORMED: Installed pigtail connector.

Part Number	Description	Credit	Quantity	Units	Unit Price	Extended
126-1063	Backshell		1.00	Each		\$
126-1064-02	Backshell, Metal		1.00	Each		\$
9S95	5 Ctct Recep		1.00	Each		\$

Discrepancy: 4

Action Taken:

Reinstalled radio coupler and tied up wiring properly.

Discrepancy: 5

Action Taken:

Flew aircraft February 14th, autopilot system flew good including ILS approach. NAV left/right to autopilot is intermittent, pilots push to talk switch was inop, audio was very noisy and autopilot right heading bank angle could not be adjusted higher than 15 degree bank, left bank is 20 degrees centering was good.

Discrepancy: 6

Action Taken:

Troubleshoot aircraft found cold solder joints at CD34 A and B. Repaired as needed, closed up aircraft for delivery to customer.

Miscellaneous Charges:

Misc Supplies: \$

Totals:

SubTotal:	\$
Charges:	\$

Autopilots Central, Inc.
3112 North 74th East Avenue

The articles and/or work hereon described is/are certified airworthy (unless otherwise specified).
Autopilots Central, Inc. FAA CRS CM2R747K

Authorized Signature R. C. E. Pitt

Parts installed may be FAA/PMA'd or STC's parts and not of "Original Equipment Manufacture" (OEM) and as such are not covered by the OEM's Warranty.

LOGBOOK ENTRY
AIRFRAME

N: N2672Q Date: 06-01-2018
Make: Piper Tach: 1522.0
Model: PA-28R-201 Hobbs: 6764.8
SN: 28R-7737040 ACTT: 8574.0

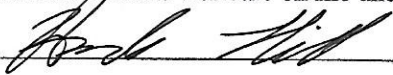


Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

UNSCHEDULED MAINTENANCE

- 1.) Performed Preliminary Inspection
- 2.) Updated Garmin GDL 88 software to version 3.41 per Garmin Service Bulletin 1809 Revision: A Dated March 1, 2018.

With respect to the work performed, this aircraft is approved for return to service.
Additional details of this work are on file under Work Order # A1720

SIGNED  Ideal Aviation. CRS # 4IAR453C

LOGBOOK ENTRY
AIRFRAME

N: N2672Q Date: 07-09-2018
Make: Piper Tach: 1523.1
Model: PA-28R-201 Hobbs: 6766.2
SN: 28R-7737040 ACTT: 8575.1

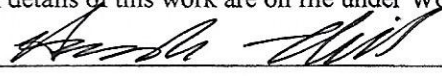


Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

UNSCHEDULED MAINTENANCE

- 1.) Performed Preliminary Inspection
- 2.) Inspected wiring between GDC 74A and GRS 77, wiring to the OAT probe, and configurations where recorded.
- 3.) Tightened up post lights.

With respect to the work performed, this aircraft is approved for return to service.
Additional details of this work are on file under Work Order # A1737

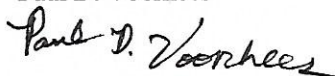
SIGNED  Ideal Aviation. CRS # 4IAR453C

AVIONICS LOG

11 October 2018 N2672Q Tach: 1548.6 Hobbs: 6794.6 Avionics Log. Piper PA-28R-201 SN 28R-7737040. AIRFRAME TOTAL TIME: 8600.6. Removed and replaced Mitchell (AIM) 52D67, 700-3CF attitude gyro serial number 4577BX with overhauled Mitchell (AIM) 52D67M, 700-3CF attitude gyro serial number 1715A which was overhauled by Castleberry Instruments and Avionics on 23 August, 2018, W/O W10903.

I certify this Airframe is airworthy. I approve this aircraft for return to service.

Paul D. Voorhees



3221506 A&P I.A

LOGBOOK ENTRY
AIRFRAME

N: N2672Q Date: 05-03-2019
Make: Piper Tach: 1626.2
Model: PA-28R-201 Hobbs: 6882.4
SN: 28R-7737040 ACTT: 8678.2



Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

UNSCHEDULED MAINTENANCE

- 1.) Performed Preliminary Inspection
- 2.) Updated Garmin GTN 650 software to version 6.51 per Service Bulletin No.1879 Rev: B Dated: January 2019.
- 3.) Updated the Garmin G500 Systems including the Garmin GDU 620 software to version 7.36, the GSU 75 to 2.06 and 2.07, and GRS 77 to 3.52 per Garmin Service Bulletin No.1911 Rev: A Dated: April 2019.
- 4.) Updated Garmin GDL 88 software to version 3.41 per Garmin Service Bulletin 1809 Revision: A Dated March 1, 2018.

With respect to the work performed, this aircraft is approved for return to service.
Additional details of this work are on file under Work Order # A1824

SIGNED [Signature] Ideal Aviation. CRS # 4IAR453C

Model # KT76A Serial # 34578
Aircraft N 2672Q Date: July 16 2019
Transponder system tested in accordance with part 43, Appendix
"F" & Appendix "E", Subpart (c) for compliance with FAR 91.413.
Signature: [Signature] Work Order # 10902
MUELLER AVIONICS, INC. CRS # QYVR044J

Model # GDC74P Serial # 20621545
Aircraft N 2672Q Date: July 16 2019
Altimeter, Altitude Reporter & Static System tested in accordance
with Part 43, Appendix "E" for compliance with FAR 91.411
Altimeter Tested to 20 KFT Work Order # 10902
Signature: [Signature]
MUELLER AVIONICS, INC. CRS # QYVR044J

Model # 5934P-3 Serial # 7K795
Aircraft N 2672Q Date: July 16 2019
Altimeter, Altitude Reporter & Static System tested in accordance
with Part 43, Appendix "E" for compliance with FAR 91.411
Altimeter Tested to 20 KFT Work Order # 10902
Signature: [Signature]
MUELLER AVIONICS, INC. CRS # QYVR044J

July
16
2019

LOGBOOK ENTRY
AVIONICS

N: N2672Q Date: 11-22-2019
Make: Piper Tach: 1682.5
Model: PA-28-201 Hobbs: 6946.0
SN: 28R7737040 ACTT: 6946.0

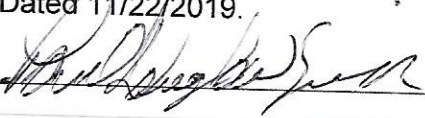


Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

UNSCHEDULED MAINTENANCE

- 1.) Performed Preliminary Inspection.
- 2.) Diagnosed and verified GRS-77 wiring is causing backshell to sag and the top pins are not fully seating. When the D-Sub Connector and backshell is re-seated the Garmin G500 PFD/MFD boots up properly without any issues with the LRU's.
- 3.) Replaced Garmin GTN-650 Internal SD Card, and updated GTN-650 software to version 6.62 per Service Bulletin 1933 Rev. B. Reinstalled Basemaps, Terrian, and other Databases on new internal SD Card.
- 4.) Made a stand off support bracket from 1.8 inch piece of 5020-0 5/16 tubing and used an AN3-24A bolt with MS21919WG-11 Adel Clamp, and two AN960, AN960LL washers. Drilled hole in the support bracket and added stand off bracket for wire harness support, as per AC 43.13-1B CHG 1 Chapter 11 Section 11 -59.

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. A1866, Dated 11/22/2019.

SIGNED  Ideal Aviation. CRS # 4IAR453C

MAKE: Piper
MODEL: Pa 28R-201
S/N: 28R-7737040
REG. NO: N2672Q
WORK ORDER: 6690



Parks Aviation Holdings LLC dba Ideal Aviation

5100 Omega Dr.
Sauget, IL 62206
Phone: 618-337-5845

DATE: 10/27/2020
A/C TSN: 8764.8
TACH: 1712.8

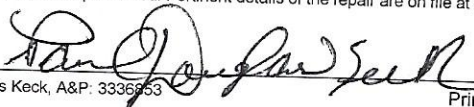
Airframe Entries

Installed Backshells on Garmin G500 MFD/PFD Part numbers 011-01855-03 and 011-01855-04 as per Garmin Backshell installation instruction 190-00313-11 Revision E dated October 2017... Top charged battery as per AC43.13 Section 2 11-16.

Maintenance Release

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. 6690, Dated 10/27/2020.

DATE: 10/27/2020

SIGNED: 

Paul Douglas Keck, A&P: 3336953

Work Order: 6690

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MAKE: Piper
MODEL: Pa 28R-201
S/N: 28R-7737040
REG. NO: N2672Q
WORK ORDER: 6698



Parks Aviation Holdings LLC dba Ideal Aviation

5100 Omega Dr.
Sauget, IL 62206
Phone: 618-337-5845

DATE: 11/12/2020
A/C TSN: 8766.1
TACH: 1714.1

Airframe Entries

Removed existing backshell for GRS-77 and Installed Garmin Part #011-01855-02 per Garmin Jackscrew backshell installation instructions # 190-00313-11 Rev. E October 2017. Removed backshell from GDC-74 and installed Garmin Part #011-01855-04 per Garmin Jackscrew backshell installation instructions #190-00313-11 Rev. E October 2017.

Technicians Who Worked On The Items Listed Above:
Nicholas Dawson

Maintenance Release

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. 6698, Dated 11/12/2020.

DATE: 11/12/2020

SIGNED:

Paul Douglas Keck, A&P: 3336853

Work Order: 6698

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MAKE: Piper
MODEL: Pa 28R-201
S/N: 28R-7737040
REG. NO: N2672Q
WORK ORDER: A1906



Ideal Aviation Avionics

Repair Station No. 4IAR453C
5100 Omega Dr.
Sauget, IL 62206
Phone: 618-337-5845

DATE: 1/5/2021
A/C TSN: 8783.1
TACH: 1731.3

Airframe Entries

Performed preliminary inspection... Re-pinned GMU-44 wiring on GRS-77 AHRS per Garmin Installation manual #190-01102-06 Rev 9 Verified Proper Operation of G500 and check all configuration settings

Maintenance Release

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. A1906, Dated 1/5/2021.

DATE: 1/5/2021

SIGNED:

Paul Douglas Keck
Certified Repair Station No. 4IAR453C

Work Order: A1906

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MAKE: PIPER
MODEL: ARROW
S/N: 28R 7737040
REG. NO: N2672Q
WORK ORDER: 349521



www.weststaraviation.com
18 Terminal Dr.
East Alton, IL 62024
Tel. 618-258-4768

DATE: 2/2/2021
Hobbs: 7021.7
Tach: 1749.3

1. Removed, replaced, and/or re-installed the following item(s):

- A. Garmin GRS77/AHRS**- Removed P/N: 011-00868-10; S/N: 42031799. Installed overhauled P/N: 011-00868-10; S/N: 42026756. Reference FAA Form 8130-3 issued by Garmin International dated December 2, 2020. Form Tracking No. SO# 15342839.

I certify that the above work was performed in accordance with the Piper 28R Maintenance Manual and/or other FAR approved data. This Aircraft is determined to be in an Airworthy Condition with respect to the work performed. Pertinent details are on file at this repair station under Work Order 349521.

Signed:  James Thurman, QC Inspector for West Star Aviation, Inc. for CRS PAZR068H

MAKE: Piper
MODEL: Pa 28R-201
S/N: 28R-7737040
REG. NO: N2672Q
WORK ORDER: A1911



Ideal Aviation Avionics

Repair Station No. 4IAR453C
5100 Omega Dr.
Sauget, IL 62206
Phone: 618-337-5845

DATE: 4/2/2021
A/C TSN: 8824.6
TACH: 1772.6

Avionics Entries

Performed preliminary inspection... Removed GMU-44 Part Number 011-00870-00, Serial Number 45724842 from rear of aircraft above aft baggage compartment. Installed GMU-44 Part Number 011-00870-00 Serial Number 47523614 as per Garmin G500/600 Maintenance Manual #190-00601-05, Rev A, dated Oct 2009. Riveted support plate back in place. Conducted interference test, and found current location unacceptable. Created new wire harness and tested several places, found left wing outboard of fuel tank is best location at Wing Station 106. Removed fuel tank and ran wire harness to left wing. Followed existing wire harness routing with separation. Located bracket for GMU-44 in Wing Station 106. Shimmed to level as per instructions. Mounted GMU-44. Ran interference test as per Garmin G500/600 Installation Manual #190-00601-06, Rev U, and Garmin G500 Installation Manual #190-01102-06, Rev 9, Section 5.6.6 and Appendix G. Installed fuel tank and conducted interference test again. Tested satisfactory. Updated GDU-620 Firmware to Rev 7.4, as per Garmin SB#20102, Rev A, dated Sept 23, 2020. Secured all wire harnesses and inspected. Performed final Magnetometer Interference Test as per Garmin G500/600 Installation manual #190-00601-06, Rev U, and Garmin G500 Installation Manual #190-01102-06, Rev 9, Section 5.6.6 and appendix G. Performed GMU-44 Magnetometer Calibration, compass swing, engine run up and vibration as per Garmin Installation Manual #190-00601-06, Rev U, section 5.6.2, 5.6.3, 5.6.4, and 5.6.5, and #190-01102-06, Rev 9, dated Dec 2013. All Calibration testing found to be successful. Completed return to service checks as per Garmin G500/600 Maintenance Manual #190-00601-05, Section 4.5.5 and 4.6.4, Rev A, dated Oct 2009. Weight of unit and new wire harness less than 1lb. Weight and balance unchanged.

Technicians Who Worked On The Items Listed Above:
Nicholas Dawson

Maintenance Release

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. A1911, Dated 4/2/2021.

DATE: 4/2/2021

SIGNED:

Paul Douglas Keck
Certified Repair Station No. 4IAR453C

Work Order: A1911

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AVIONICS LOG

3 April, 2021 N2672Q TACH: 1773.0 Piper PA-28R-201 S/N 28R-7737040
Airframe Total Time: 8825.0

Per 14 CFR 91.407 I have conducted an operational check flight of Piper Arrow N2672Q.
Operational check flight was satisfactory.

Nicholas M. Turk, Owner

Commercial Pilot

Certificate No. 219649483

LOGBOOK ENTRY TRANSPONDER

N: 2672Q Date: 5/20/2021
P/N: 066-1062-00 S/N: 34578



Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

Transponder tested in accordance with Part 43, Appendix "F" for compliance with CFR 91.413.

Additional details of this work are on file under Work Order # A1918

SIGNED

Ideal Aviation CRS # 4IAR453C

LOGBOOK ENTRY**ALTIMETER & ALTITUDE REPORTER**

N: 2672Q Date: 05/20/2021
Primary P/N: GDC-74 S/N: 20621545
Secondary P/N: 5934-P-3 S/N: 76795



Ideal Aviation
5200 Omega Dr.
Sauget, IL 62206
618-337-5845

Altimeter, & Altitude Reporter tested in accordance with Part 43, Appendix "E, and F" for compliance with CFR 91.411. Altimeter tested to 20,000 ft.

Additional details of this work are on file under Work Order #A1918

SIGNED Wayne (Stan) Ideal Aviation. CRS # 4IAR453C

Ideal Aviation  CRS # 4IAR453C
N2672Q TACH: 1822.5 DATE: 5/20/2021

Transponder	Encoder
P/N: 066-1062-00	P/N:D120-P2-T
S/N: 34578	S/N:24659
Altimeter #1	Altimeter #2
P/N: GDC 74	P/N: 5934-P-3
S/N: 20621545	S/N: 76795
ALT SETTING:	29.92

TEST SET	ENCODER	PRIMARY ALTIMETER	SECONDARY ALTIMETER
-1000		-1000ft	-995ft
0	0	-10ft	-5ft
500	500ft	495ft	500ft
1,000	1,000ft	990ft	1,000ft
1,500	1,400ft	1,485ft	1,480ft
2,000	1,900ft	1,985ft	1,960ft
3,000	2,900ft	2,995ft	2,980ft
4,000	3,900ft	3,995ft	3,980ft
6,000	5,900ft	5,990ft	5,975ft
8,000	7,900ft	7,990ft	7,950ft
10,000	9,900ft	9,985ft	9,940ft
12,000	11,900ft	11,970ft	11,930ft
14,000	13,900ft	13,970ft	13,920ft
16,000	15,900ft	15,975ft	15,900ft
18,000	17,800ft	17,975ft	17,900ft
20,000		19,970ft	19,890ft

TESTED BY: Wayne (Stan)

MAKE: Piper
MODEL: Pa 28R-201
S/N: 28R-7737040
REG NO: N2672Q
WORK ORDER: A1918



Ideal Aviation Avionics

Repair Station No. 4IAR453C
5100 Omega Dr.
Sauget, IL 62206
Phone: 618-337-5845

DATE: 5/21/2021
AVC TSN: 8874.5
TACH: 1822.5

Airframe Entries

Performed preliminary inspection... Leak checked system, Static side good and small leak at Pitot tube.... As per AC 43 13 -1B chg 1 Chapter 12 section 4 -12-52 replace dry rotten rubber hose used Strato flex hose part 193-4.... Adjusted encoder as per Trans-Cal Manual 7421-In and instructions for overhaul manual of D120-P2-T Figure 2.... Completed Pitot Static Check as per FAR 91.411 and 91.413

Technicians Who Worked On The Items Listed Above:
Nicholas Dawson, Wayne Blow

Maintenance Release

The aircraft and/or component(s) on N2672Q was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service with respect to work performed. Pertinent details of the repair are on file at this facility under Work Order No. A1918, Dated 5/21/2021.

DATE: 5/21/2021

SIGNED:

Wayne Blow
Certified Repair Station No. 4IAR453C

Work Order: A1918

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The Transponder tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR part 43, appendix F. W/O 230531-1 in N2672Q.

Spencer Avionics
16911 103rd Ave E

FAA CRS 1RWR197C
Puyallup, WA 98374

Signed

[Signature] Date 31 May 23

The Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR part 43, appendix F. The Altimeter systems tests and inspections by FAR Part 91.411 have been completed and meet the requirements of FAR part 43, appendix E, paragraph a, b, and c. The Altimeter systems was tested to: 20,000 feet in N2672Q. Reference Work order: 230614-1.

Spencer Avionics
16911 103rd Ave E.
Puyallup, WA 98374

FAA CRS 1RWR197C

Signed

[Signature] Date 6-27-2023

Replaced Defective Encoder with New A-30.9 Encoder.
The Transponder Tests and inspections required by FAR part 91.413 have been completed and meet the requirements of FAR Part 43, appendix F. The ATC System Integration Test and Inspections required by FAR Part 91.411 have been completed and meet the requirements of FAR Part 43, appendix E, paragraph c. Installed ADS-B OUT system has been shown to meet the Equipment performance requirements of 14 CFR 91.227.

The aircraft and components identified above were repaired and inspected in accordance with current FAA regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station under work order number 250603-1 in N2672Q.

Spencer Avionics CRS 1RWR197C
16911 103th Ave E
Puyallup, WA 98374

Signed

[Signature] Date 6-18-2025