

The Standard

AIRCRAFT LOG

ASA-SA-2

N6206 #3

Aircraft Record General Information

Windsor Id City -

May 2010 Dr 9720 ACTT

Manufacturer Pipe Aircraft Corp Model PA60-602P
Serial 60-8265070 Registration Number N62DG
Date of Manufacture 16 June 1982

Engine(s) currently installed:

✓ Manufacturer Lycoming Model T10540-U2A Serial L-9392-61A
✓ Manufacturer Lycoming Model T10540-U2A Serial L-9391-61A

Propeller(s) currently installed:

Manufacturer _____ Model _____
HUB Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____

* Hobbs at leg change 3918.3

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
7/17/01	3918.3	-	3918.3	<p>Completed annual inspection this date using Avco inspection form as a guide. Rotated both MLG tires. Discs and pins <u>OK</u>. Repacked bearings on all wheels and retrimmed MLG wheel assy. Lubed landing gear fittings and nose strut steering collar. Checked landing gear ops + freetell. Applied sealer to all device boots. Replaced ELT battery and ch 91.20 d (SN 1749) due 8/2003. Chd the following AD's + SB's: AD 78-01-02 PT B, AD 90-01-02 PT B (p. red), AD 95-23-11 sub. SB 600-132, SB 50's, SB 600-132</p> <p>I certify that this aircraft was inspected in accordance with an Annual inspection or was determined to be in <u>acceptable</u> condition</p> <p style="text-align: right;">EWA</p> <p style="text-align: right;"><i>[Signature]</i> 155004010</p>
flight	3918.3			
LT engine	1259.5			
total	1259.5			
RT engine	396.4			
total	396.4			
LT prop	1259.5			
total	1259.5			
RT prop	862.8			
total	862.8			
ELT battery	8/03			
ELT 91.20(d)	4-4013.3 - 6/02			
Tongender	6/02			
Alt/Static	6/02			
Master Hubs	1518.3			
Since last inspection	124.9			

LOG BOOK ENR
ELT BATTERY
REPLACEMENT DATE

ARTEX
ARTEX AIRCRAFT SUPPLIES, INC.
4530 W. 140th St.
Burien, MO 63025
630-547-8271

S1 7/17/01
7/2001

EWA

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1-15-01	3987.3			CLEANED CABIN OUT FLOW VALVE, REINSTALLED W/ NEW FILTER, REPLACED LEFT UND. LT. OPS CHECK GOOD ✓ <i>[Signature]</i> AP 4367138
3-1-02	4004.5			① INSTALLED A NEWLY O/H CABIN RATE CONTROLLER P/N: 1099-00-3 S/N: 400 ② INSTALLED A NEW CABIN VSI P/N: B-210-E3 S/N: A.3289 ③ INSTALLED A NEW GOOD YEAR FLT. CUST III TIRE (6.50-8 8PR) ON RT MAIN GEAR ④ REPLACED CABIN HEATDUCTING AT LEFT WHEEL WELL ⑤ C/W AD 2001-17-13 JANAERO DEVICES FUEL REG./SHUT OFF VALVE BY VALVE REPLACEMENT. LK CH GOOD.

-CONT-

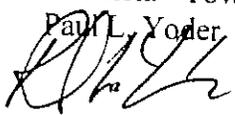
DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				(C) ACFT TEST FLOWN / OPS CHECKED NO DEFECTS NOTED. <i>Paul L. Gled</i> AA 192672E
4-23-02	Hobbs 4035.5			Permanently disconnected encoding wires from pilots KEA346 Servoed encoding altimeter, SN R3004 and installed Blind TCIF SSD120 encoder, SN A051949 on bottom of KIT9 Tray. Performed Correlation of TCIF encoder to KEA 346 altimeter to 22,000 ft. Change in Weight & Balance negligible. All ops chks and leak check to 12,000 ft. OK. Details of a file wa 7076
				LANCASTER AVIONICS INC LANCASTER AIRPORT LITITZ PA 17543 DATE 4-23-02 CERTIFICATE NO. LN7R261N SIGNED <i>Paul L. Gled</i>

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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Tower Aviation, Inc.

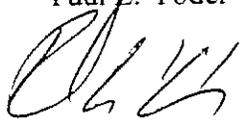
06-28-02 N62DG 4060 .6 Hours

1.)Checked flight controls for security and freedom of movment, lubed as required; 2.)Adjusted parking brake; 3.)Service nose strut with MIL 5606 Hyd fluid; 4.)Replace corroded fuse holder and terminal end in A.C.-serviced A.C.-Run up OK. 5.) Replaced nose wheel (GoodYear Flight Custom III - 6.00x6 6ply.6.)C/W an annual inspection. I certify that this aircraft has been inspected I/A/W an annual inspection and was determined to be in airworthy condition. Tower Aviation, Inc. -END-

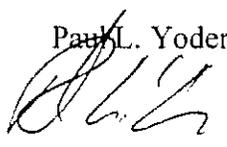
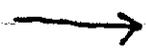
Paul L. Yoder


A & P 1926471381A

Operations
Number of
entries.)

DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>717 569-3550 Tower Aviation, Inc. 08-05-2002 N62DG <u>4082.1</u> Hours 1.) Replaced nose wheel (Good Year Flight Custom III). Op's check good. -END- Paul L. Yoder A & P 192647138 </p>

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tries.)

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				<p style="text-align: center;">Tower Aviation, Inc. 07-14-03 N62DG 4117.7 Hours</p> <p>1.)Checked controls for security and freedom of movement; 2.)Checked light and pitot heat fro proper operation; 3.)Serviced brake reservoir; 4.)C/W FAR 91.207d ELT check;5.)ELT battery expires Aug. 2004; 6.)Dressed prop blades and painted faces; 7.)Completed landing gear retraction and extension checks - no defects noted; 8.)Serviced hyd reservoir; 9.) Secure and remount heat exchanger supply duct; 10.)Reattach push pull cable/left turbocharger; 11.)Installed left wing ice detection housing;</p> <p style="text-align: center;">-END-</p> <p style="text-align: center;">Paul L. Yoder A & P 192647138IA</p> 
				

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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Tower Aviation, Inc.
07-14-2003 N62DG 4117.7 Hours

12.) Re-ink compass card; 13.) Replace bulb in belly beacon;
14.) Checked AD's thru 2003-13; 15.) CW AD 76-07-12 RI - Bendix switches; by op's check-no defects noted; 16.) CW AD 90-01-02 Fire prevention-by visual inspection - no defects noted; 17.) CW AD 93-02-05 Fuel injection lines - by visual inspection - no defects noted; 18.) CW AD 93-13-08 Torque link failure - by visual inspection-no defects noted; 19.) CW AD 95-23-11 Cracks in horizontal flanges - by visual inspection-no defects noted; 20.) CW AD 96-20-07 Janitrol combustion heaters - by press decay test-no defects noted; 21.) CW AD 98-24-29 Fatigue cracking of the wing upper spar cap- by visual inspection -no defects noted; 22.) CW AD 2001-17-13 Potential for fuel leakage in aircraft- by visual inspection of pressure regulator and remarking; -END-

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
11/17/03	@ 4128.4	3 HRS		Repair Cypelot's lead reserve function. troubleshoot A/C circuit breaker, tube & free up w/gates, replace main EGT/CHT probes; replaced left & right lower side hoses IAW SB600-134A SPO 2001-08-10. <i>Aspacmas Inc ASP2276599</i>
2/17/04	@ 4129.6			RESETTED FLAP SELECTOR VALVE, CLEANED EXCESS FLUID FROM BELLY, TIGHTENED HYD RESERVOIR OUTLET HOSE. CLOSED UP A/C. <i>Aspacmas Inc ASP2276599</i>
4/30/04	@ 4130.9			Rescaled leaking r/h scavenge pump adapter, reset electric fuel pump pressures. <i>Aspacmas Inc ASP2276599</i>

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DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Ins Entries must be endorsed Technician or Repair F
7/9/04	H133-9			Replaced A/C Aspacmaster ASP 22765

Precision Avionics Inc.
OOIR383K

Issued 1.1.01 XIII Pg. 2
CHANGED

Altimeter and Static System Certification Form

Date: 7/9/04 Owner: 9151 W.O.# 9151 Tech: 9151

At 29.92Hg A/C All reads 125 At 29.92Hg Test All reads 125
At field elevation A/C Reads 125 At field elevation Test all reads 125

Check Point	Scale error	Tolerance	Friction	Tolerance	Encoder error	Tolerance
1000		20	X	X	X	X
0		20	X	X		125
500		20	X	X	X	X
1000		20		70		125
1500		25	X	X	X	X
2000		30		70		125
3000		30		70	X	X
4000		35	X	X		125
6000		40	X	X		125
8000		60	X	X	X	X
10000		80		80		125
12000		90	X	X	X	X
14000		100	X	X		125
16000		110	X	X	X	X
18000		120	X	X		125
20000		130		100	X	X
22000		140	X	X		125
25000		155		120	X	X
30000		180		140		125
35000		205		160		125

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 model 9151 S/N 84110498
#2 make model X S/N X

Details of this inspection are on file at this repair station under W/O # 9151 Date 6-17-04

Signature CKC Certificate 2247345

Precision Avionics Inc.
CRS # OOIR383K

Hysteresis: check point 50% / 75 feet 40% / 75 feet
After effect error: / 30 feet Static system leak rate
Case Leak @ 18000 feet / 110 feet

The Altimeter and static system tests required by FAR 91.411 were performed this date and found to comply with FAR 43 Appendix E. Altimeter was tested to 30000 feet on 6-17-04

Signature CKC

Precision Avionics Inc.
CRS # OOIR383K

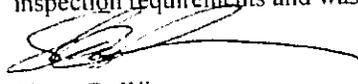
Barometric scale error	Pressure inches of Hg	Altitude Difference (feet)
	28.10	1728
	28.50	1340
	29.00	864
	29.50	392
	29.92	0
	30.50	494
	30.90	1093
	30.99	1974

DATE	RECORDING	TODAYS	TOTAL	Description of Inspections Tests Repairs and Alterations
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August 20, 2004
 Hr. Meter - 4149.7
 TTAF - 4149.7

N62DG
 Piper PA-60-602P
 S/N 60-8265040

Complied with an annual inspection using Piper 602P maintenance manual chapter 5 as a guide. Complied with AD 2003-22-01 by visual inspection. Complied with AD 2003-14-03 by visual and torque check. Complied with AD 2001-17-13 by installing a new fuel shutoff valve for Janitrol heater, P/N A14D11. Complied with AD 90-01-02 by inspecting exhaust. See FAA 337 form dated 1-9-91 and letter authorizing alternate method of compliance dated 10-6-95. Confirmed compliance with AD 87-07-09 due to SB 818 complied with on 5-16-86. Confirmed compliance of AD 87-21-01 due to SB 797A complied with on 5-16-86. Complied with AD 76-07-12 by functional check of both ignition switches. Confirmed compliance of AD 98-04-23 by checking AFM for correct supplements. Complied with AD 95-23-11 by visual inspection of horizontal stab attach fittings. Complied with AD 2004-10-15 by sending transponder out for software upgrade. Re-installed transponder P/N 011-00455-00, S/N 84110498 after upgrade by Precision Avionics. Confirmed previous compliance of AD 94-15-13 by unknown party by identifying new style nose gear drag link assembly installed. Complied with AD 2002-26-01 by visual inspection of fuel injector lines on both engines. Sent O2 bottle to Kelly Aerospace for hydrostatic test. Re-installed after test. See maintenance release tag dated 8-13-04. Installed all new EGT probes on both engines, P/N P-110. Removed RH propeller to facilitate alternator belt replacement. Installed new alternator belt P/N 74519, and air conditioner belt, P/N 6722. Installed new prop de-ice brushes on RH side, P/N RA1543-1. Re-installed prop. Installed new ELT battery P/N BP-1010. Next due 7-06. Complied with FAR 91.207 (d) items (1) thru (4), inspection of ELT. Performed all necessary functional checks and adjustments. All AD's through 2004-16 are current. I certify that this aircraft has been inspected in accordance with annual inspection requirements and was determined to be in airworthy condition.



Shane D. Winn
 AP5060660831A

October 12, 2004

Hr. Meter - 4177.4

DA TTAF - 4177.4

19 Installed new heater control relay, P/N 980239-001. Installed new diode in cabin heater circuit, P/N 4003. Installed new engine breather check valve on LH side, P/N 869A-6TT-2. Performed all necessary functional checks and adjustments.

Shane D. Winn

AP506066083

N62DG

Piper PA-60-602P

S/N 60-8265040

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> entries.)

October 19, 2004

Hr. Meter - 4189.0

TTAF - 4189.0

Performed calibration of fuel quantity indication system in accordance with Piper 602P maintenance manual, chapter 28-40-09, pages 28-51 and 28-52. Installed new o-rings in LH aft brake caliper assembly, P/N MS28775-132. Bled brakes as necessary. Installed new nose gear bushing, P/N 450518-01. Re-assembled and serviced strut. Performed check of landing gear retraction and extension. Performed all necessary leak checks and adjustments.

Shane D. Winn

AP506066083

N62DG

Piper PA-60-602P

S/N 60-8265040

November 8, 2004

Hr. Meter - 4197.8

N62DG

Piper PA-60-602P

S/N 60-8265040

Complied with AD 2003-22-01 by visual inspection. Complied with AD 2003-14-03 by visual and torque check.

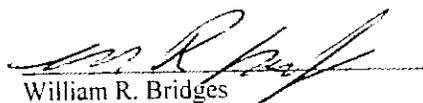
Shane D. Winn

AP506066083

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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The Flight Shop, Inc./435-723-3469 N62DG 12/02/04 Hobbs 4207.6
 1. Replaced nose gear shear pin; 2. Changed one prop brush; 3. Rotate RH main tire;
 4. Changed LH & RH strut door hinges; 5. CW AD 79-01-05 changed fuel cap O rings;
 6. Changed LH & RH brake disc & linings; 7. Installed JPI EGT & CHT systems;
 8. OH LH & RH prop and governor.

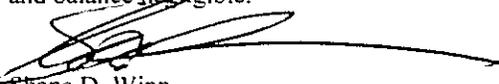
AP18569241A
 License Number


 William R. Bridges

December 22, 2004
 Hr. Meter - 4210.1
 TTAF - 4210.1

N62DG
 Piper PA-60-602P
 S/N 60-8265040

Replaced existing seat track connectors (P/N 710190-01) with November Wiskey's seat anchor assembly (P/N NW-AEST-001-03 on pilot's and co-pilot's seats, P/N NWAEST-001-004 on swivel seat) in accordance with November Wiskey's STC number SA01111NY-D dated 12-06-2001. Changes in weight and balance negligible.


 Shane D. Winn
 AP5060660831A

March 15, 2005

Hr. Meter - 4218.2

Heater Meter - 1590.7

N62DG

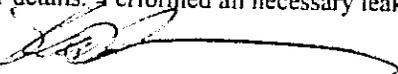
Piper PA-60-602P

S/N 60-8265040

Operations

(Number of
entries.)

Complied with AD 98-24-29 by visually inspecting both wing upper spar caps in accordance with Aerostar SB600-132. Next due at 4318.2. Confirmed compliance with AD 2005-01-19 by verifying installation of software upgrade version 3.06. Original upgrade was complied with on 8-20-04 in accordance with AD 2004-10-15. Complied with AD 2004-21-05, by performing a pressure decay test on the Janitrol heater, model number B3500, S/N A97090023. (Note: This heater had a ceramic coated combustion tube installed on 6-11-98. See log book entry). Next due at 1690.7 heater meter, or March 2007. Installed a new combustion air pressure switch, P/N 94E42-2. Removed combustion air blower and sent to Harold Haskins, Inc. for overhaul. Installed same assembly after overhaul. See FAA form 8130-3 dated 3-10-05 for details. Performed all necessary leak checks, functional checks and adjustments.


Shane D. Winn
AP506066083

April 26, 2005

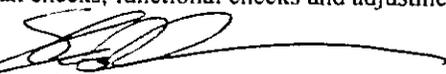
Hr. Meter - 4218.2

N62DG

Piper PA-60-602P

S/N 60-8265040

Repaired inoperative ammeter (amps indicator portion) by repairing broken wires at fuse holder below circuit breaker panel in cockpit. Adjusted both alternator drive belt tensions. Removed both engine air filters, cleaned, inspected and re-installed. Re-torqued all valve cover screws. Performed all necessary leak checks, functional checks and adjustments.


Shane D. Winn
AP506066083

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The Flight Shop, Inc./435-723-3469 N62DG 06/14/05 Hobbs 4242.7

A/C TT 4242.7 LH engine 125.0 TSMOH, RH engine 643.7 TSMOH

LH & RH prop 35.1 TSMOH

1. Serviced A/C system; 2. Serviced accumulator; 3. Rotate LH main tire; 4. Installed shim LH brake; 5. Changed wheel bearing LH main wheel; 6. Replaced nose wheel bearing; 7. Resealed gear bembow valve; 8. Replaced heater relay; 9. CW AD 95-23-11 tail inspection; 10. CW AD 98-24-29 wing spar inspection; 11. CW SB600-136 wing attach fitting; 12. CW AD2003-22-01 aux tank pumps; 13. CW AD79-01-05 fuel cap's & O rings; 14. CW AD2002-26-01 fuel injector lines; 15. CW AD2003-14-03 fuel pump torque; 16. CW AD2004-21-05 heater pressure test; 17. CW AD2004-25-16 heater valve.

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

AP1856924IA
License Number


William R. Bridges

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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The Flight Shop, Inc. 435-723-3469 N62DG 9/9/05 Hobbs4301.1
 1. Changed LH transducer; 2. Replaced RH alternator.
AP1856924IA
 License Number


 William R. Bridges

The Flight Shop, Inc./435-723-3469 N62DG 01/17/06 Hobbs 4341.9
 1. Change auxiliary tank sender; 2. Change right fuel select valve; 3. Reseal right
 brake; 4. Repair C/P seat; 5. C/P flood out.
AP1856924IA
 License Number


 William R. Bridges

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DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19 _____				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

4301.1

Executive AutoPilots, Inc.
5839 Freeport Blvd.
Sacramento, CA 95822-3604

Executive AutoPilots, Inc.
5839 Freeport Blvd.
Sacramento, CA 95822-3604

REG: N62DG
HOBBS: 4332

S/N: 60-8265040
DATE: 12/14/05

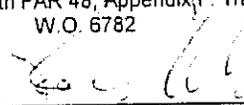
REG: N62DG
HOBBS: 4332

S/N: 60-8265040
DATE: 12/14/05

I certify that the Altimeter and Static System Test required by FAR 91.41 have been performed and found to comply with FAR 43, Appendix E Par (a), (b), and (c). The installed system meets the requirements of FAR 91.217. The altimeter was tested to 30K ft. on 12/14/05.
I certify that the Transponder was tested per FAR 91.413 and found to comply with FAR 43, Appendix F. Transponder Model: GTX 330 S/N 84110498 W.O. 6782

Removed: GDL 69 PN 010-000326-01 SN 47702938.
Installed GDL 69 PN 010-000326-01 SN 47703489.
Function Checked.
W.O. 6782

By:

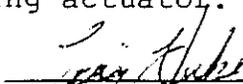

Ronald Hitchcock CRS# E5VR306N

By:


Ronald Hitchcock CRS# E5VR306N

The Flight Shop, Inc. 435-723-3469 N62DG
2/9/06 Hobbs 4352.3
1. Resealed nose steering actuator.

AP528199237IA
License Number


Craig Huise

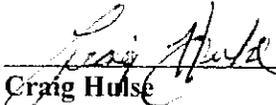
Operations
Number of
entries.)

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19	882			Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				
	Model PA60-602P		S/N 60-8265040	Date 07-27-06 WO 1675 Reg. No. N62DG Hobbs 4417.1 TT 4417.1
	installed Aerostar option #261 kit #030-010 wastegate actuator oil filter. Replaced left and right manifold pop off valves with overhauled.			
	MACHEN, INC. FAA APPROVED REPAIR STATION GH6R561N MAINTENANCE RELEASE FOR WORK ORDER NO. 1675 DATE 07-27-06 HOBBS TIME 4417.1 I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH PERTINENT FAR'S AND WAS DETERMINED TO BE IN AN AIR WORTHY CONDITION FOR RETURN TO SERVICE. SIGNATURE <u><i>George Rowlett</i></u>			

The Flight Shop, Inc./435-723-3469 N62DG 10/5/06 Hobbs 4460.4
Airframe Log

1. Replace left main tire and tube;
2. Rotated right main tire.

AP5281992371A
License Number


Craig Hulse

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

PA-60-602P, N62DG, REPAIR ORDER 10518
 INSTALLED EX 500, TAS 610, ART 161A, AND
 MD26-28. REPAIRED KI 256, KI 525A, KA 117,
 AUTOPILOT WIRING, KAS297, TRIM.

Signed _____
 Date 01/18/07

The Avionics Specialists, Inc.
 FAA-Approved Repair Station No. S3DR062N



PIPER PA60-602P N62DG
 S/N 60-8265040 1-22-2007
 INV# 4590 HOBBS: 4475.3

REMOVED CLEANED AND RESEALED BOTH BRAKE MASTER
 CYLINDERS. REMOVED LEFT BRAKE CALIPER. CLEANED AND
 DISASSEMBLED. INSTALLED ONE NEW P/N 092-02800 PISTON AND NEW
 P/N 2-132-L1186-80 O-RINGS. REINSTALLED AND BLED SYSTEM...END...

DMITRIY MYACHIN 3129061 AP

Dmitriy Myachin

PA-60-602P, N62DG, REPAIR ORDER 11376
 REPLACED LANDING GEAR UP BULB.
 MOVED AUXILIARY LANDING GEAR PUMP
 TO BATTERY BUSS.

Signed _____

Date 01/29/07

The Avionics Specialists, Inc.

FAA-Approved Repair Station No. S3DR062N

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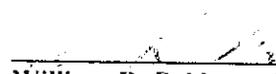
DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back pages for other specific entries.)
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The Flight Shop, Inc./435-723-3469 N62DG 03/23/07 Hobbs 4488.0
A/C TT 4488.0 RH Engine 889.00 TSMOH LH Engine 370.3 TSMOH
LH & RH Prop 280.4 TSMOH

1. Replaced one wheel bearing RH main gear;
2. Resealed RH front & LH rear caliper;
3. Changed all brake linings;
4. Repaired aux fuel gauge;
5. Replaced hydraulic system regulator;
6. Replaced flap indicator;
7. Replaced flap handle;
8. Installed overhauled A/C compressor;
9. Replaced plastic center console;
10. CW AD95-23-11 tail inspection;
11. CW AD98-24-29 wing spar inspection;
12. CW SB600-136 wing attach fitting;
13. CW AD2003-22-01 aux fuel tank pumps;
14. CW AD79-01-05 fuel caps & O rings;
15. CW AD2002-26-01 fuel injector lines & clamps;
16. CW AD2003-14-03 fuel pump torque;
17. CW AD2004-21-05 heater pressure test;
18. CW AD2004-25-16 heater valve.

I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

AP18569241A
License Number



William R. Bridges

DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

KINGS AVIONICS, INC. N 6276 S/N 40-8245046
 THIS IS A PERMANENT LOGBOOK ENTRY. REMOVED TRANSPONDER ANTENNA
(Bendix/King Mtl: KA-60, P/N: 071-1174-00, S/N: 07) AND INSTALLED NEW
SERVICEABLE ANTENNA (Comant Mtl: CE 105, S/N: 27763). Ground pieces
GOOD INJ FAR 43, APPENDIX E.

GENERAL AVIATION MAINTENANCE RELEASE, THE ABOVE IDENTIFIED
 () AIRCRAFT () APPLIANCE WAS REPAIRED AND INSPECTED IN ACCORDANCE
 WITH THE CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN
 TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS STATION
 UNDER:

WORK ORDER NO. 26756 DATE 4-19-07
 SIGNED [Signature]
 CRS:KD6R661N

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RECORDING MCH ME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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PERMANENT RECORD BOOK ENTRY - PERFORMED TEST & INSPECTIONS (AVIATION) AS
APPROPRIATE TO COMPLY WITH FAR 91.411 - APPENDIX I TO COMPLY WITH FAR 91.411
CATEGORIES - TEST ALL 15,500' - TEST SVS 12 TEST ALL 14 1/2 STATION'S TEST ALL 14 1/2

MAKE	MODEL	PART#	SN	TESTED TO ALT	
Boeing	737-400	KEA 306	002-2003-00	R3004	50,000'
T.C.I.	440130	440130-304	67849		30,000'
United	440130	59347AD-1	V3817		35,000'
Garmin	GTX 330	011-00481-00	B411098		

PERMITTED TO SIGN OFF ON THIS REPAIR STATION UNDER W/OA 26756
DATE 4-19-07 REPAIR DATE 4/09
CRS: K06E661N
C306
K06E661N

The Flight Shop, Inc. 435-723-3469 N62DG Hobbs 4540.0 7/11/07
1. Changed left throttle cable.

AP1856924IA
License Number
William R. Bridges

15)	DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
					<p style="text-align: center;">Executive AutoPilots, Inc. 5839 Freeport Blvd. Sacramento, CA 95822-3604</p> <p>REG: N62DG S/N: 60-8265040 HOBBS: 45820 DATE: 8/23/07</p> <p>Removed T.C.I. SSD120-30 Altitude Digitizer SN 67849 Installed SSD-120-30A Altitude Digitizer SN 66376. Performed correlation check. Function checked good. W. O. 8188</p> <p>By:  _____ Ronald Hitchcock CRS# E5VR306N</p>

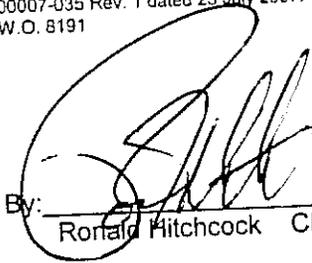
DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Executive AutoPilots, Inc.
 5839 Freeport Blvd.
 Sacramento, CA 95822-3604

REG: N62DG
 HOBBS: 4612.0

S/N: 60-8265040
 DATE: 11/28/07

Updated EX 500 to software Vs 3.0: Updated EX 500 software IAW SB 601-
 00007-035 Rev. 1 dated 25 July 2007. Checked good.
 W.O. 8191



By: Ronald Hitchcock CRS# E5VR306N

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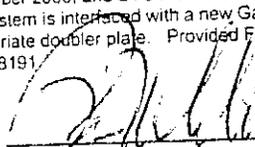
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19				

Executive AutoPilots, Inc.
5839 Freeport Blvd.
Sacramento, CA 95822-3604

REG: N62DG S/N: 60-8265040 HOBBS: 4612.0 DATE: 11/30/07

Performed a WAAS upgrade to a previously installed Garmin GNS 530 and installed a new antenna in accordance with STC SA01695SE. This aircraft is on the Approved Model List. The STC covers all devices interfaced in this installation. Removed: A 56 antenna installed. GA 35 WAAS-GPS Antenna PN: 013-00235-00 SN: 28185
Returned the existing GNS 530 GPS to Garmin for the WAAS upgrade. Re-installed the Garmin GNS 530W in #2 position of the pilot's avionics stack as NAV/COM 1. Installed the GA 35 WAAS-GPS Antenna in accordance with the Garmin installation manual PN 190-00569-00 dated November 2006, and STC Master Data List PN 005-C-0373-00 Rev. E.
The system is interfaced with a new Garmin GA 35 GPS Antenna installed on top of aircraft fuselage with existing RG 400 coax cable and an appropriate doubler plate. Provided FAA form 337, AFMS, Pilot's Guide. Wt. & Bal. negligible. Function checked and Flight Checked.
W. O. 8191

By:


Ronald Hitchcock

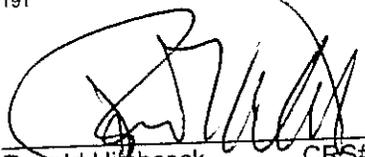
CRS# E5VR306N

DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	D 15

Executive AutoPilots, Inc.
 5839 Freeport Blvd.
 Sacramento, CA 95822-3604

REG: N62DG S/N: 60-8265040 HOBBS: 4612.0 DATE: 11/30/07

Installed DAC International GDC 31 Roll Steering Converter PN 1049-4000-03 SN 12471 behind the pilot kick panel. Installed the Annunciator Switch in the lower center instrument panel. The system is interfaced with an existing KI-525A H.S.I. and an existing KC 295 autopilot system. The GDC 31 is interfaced with the aircraft avionics buss through a 2-amp circuit breaker. The system was interfaced to an existing GNS 530W GPS using ARINC 429 Data to provide flight plan data to the converter to be translated into an autopilot heading signal.. Provided FAA form 337, AFMS, Pilot's Guide. Wt. & Bal. negligible. Function checked and Flight Checked.
 W. O. 8191

By: 
 Ronald Hitchcock CRS# E5VR306N

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DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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N62DG AIRFRAME LOG 12/28/2007
REMOVED & REPLACED FUEL CAP O-RINGS 29513-338 &
29513-010.
INSTALLED NEW PRESSURE HOSE TO GYRO.
SIGNED: [Signature] 29513-338

N62DG AIRFRAME LOG 02/14/2008
REMOVED & REPLACED AIRCRAFT BATTERY G-247.
SIGNED: [Signature] 29513-338

N62DG AIRFRAME LOG 10/13/2008
HOBBS: 4736.7
REMOVED & REPLACED ELT BATTERY BP1010. TESTED
PER 91.207(d). TESTED GOOD. INSTALLED ELT IN THE
ARMED POSITION. REMOVED & RESEALED AUX FUEL
TANK & REINSTALLED TO AIRCRAFT.
SIGNED: [Signature] 29513-338

DATE 19	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	N62DG AIRFRAME LOG 06/27/2008 HOBBS: 4664 REMOVED RIGHT FUEL SERVO AND REINSTALLED AFTER REPAIR BY B&S AIRCRAFT PARTS & ACCESSORIES. REMOVED RIGHT PROPELLER & REPLACED DE-ICE BRUSHES RA-1543-7 & BRUSH MODULE RA211U-ROD, REINSTALLED PROPELLER SIGNED: <i>Lee Cable A-71452-902</i>			N62DG AIRFRAME LOG DATE: 04/08/2008 HOBBS: 4650 TTAF: 4650 1. COMPLETED ANNUAL INSPECTION THIS DATE. 2. CHECKED & LUBED ALL PULLEYS & CABLES. 3. INSPECTED & SERVICED BRAKE & FLUID RESERVOIRS 4. INSPECTED ELT PER FAR 91.207(d). TESTED GOOD. 5. INSPECTED & SERVICED ALL WHEEL BEARINGS. 6. REMOVED & REPLACED MASTER BRAKE CYLINDER 980014-001 ON LEFT BRAKE. 7. REMOVED & REPLACED AIR FILTER RA1J4-4 8. REMOVED & REPLACED NOSE GEAR CENTERING PIN 450526-001. 9. REMOVED & REPLACED BOTH VACUUM PUMP FILTERS RAD9-14-5. "I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION." SIGNED: <i>Lee Cable A-71452-902 P-7</i>

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tries.)

DATE 19	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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RATLIFF AVIATION
TUCSON INTERNATIONAL AIRPORT

02-07-2008

REG: N62DG PIPER PA60-602P

S/N: 60-8265040

HOBBS/TACH: 4632.1/0.0

W.O.#: 08-09797

This is a permanent part of the AIRCRAFT RECORDS. The following inspections, repairs and or replacements were accomplished.

1. Installed new alternator drive belt on L/H engine belt P/N 37A19773-382. Reinstalled propeller in accordance with Piper PA60 maintenance manual. Operational check good.
2. Replaced nosewheel steering rocker switch with new switch P/N 980222-001. Operational check of nosewheel steering good.

Technician: S. Frame. B. Harrell

This Aircraft is approved for return to service only with respect to the work performed.

Inspector: SEF

Steven E. Frame
A+P 378782495 1A

N62DG AIRFRAME LOG 08/07/2008

HOBBS: 4703.7

REMOVED & REPLACED BOTH MAIN TIRES 6.50X8-8 AND
TUBES 6.50/7.00-8.

SIGNED: SEF

IS

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>N62DG AIRFRAME LOG DATE: 04/24/2009 HOBBS: 4770.1 TTAF: 4770.1</p> <ol style="list-style-type: none"> 1. COMPLETED ANNUAL INSPECTION THIS DATE. 2. CHECKED & LUBED ALL PULLEYS & CABLES. 3. INSPECTED & SERVICED BRAKE & FLUID RESERVOIRS 4. INSPECTED ELT PER FAR 91.207(d). TESTED GOOD. 5. INSPECTED & SERVICED ALL WHEEL BEARINGS. 6. REMOVED & REPLACED ALL BRAKE LININGS RA66-04400. REMOVED & REPLACED RIGHT MAIN BRAKE ROTOR RA164-06106 & TWO SHIMS 5B-068-02700. 7. REMOVED & REPLACED ALL FUEL CAP O-RINGS 29513-010, 29513-338. 8. REMOVED & REPLACED RIVETS ON TAIL & NOSE GEAR DOOR AS NEEDED. 9. INSTALLED PATCH ON LEFT MAIN LANDING GEAR DOOR. REPLACED HINGE & PAINTED. 10. REMOVED & REPLACED FILTER RA1J4-4. <p>"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION PER PA60-602P INSPECTION GUIDE AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION."</p> <p>SIGNED: _____</p>

Date: February 5, 2010
N62DG, PA60-602P
S/N: 60-8265040
Tach: 4821.7

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 416354

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Defueled, jacked, and leveled aircraft. Complied with fuel quantity calibration per the 602 Maintenance Manual chapter 28-45-00
2. Serviced oxygen bottle to 1850 PSI
3. Troubleshot propeller sync. Found wire at left propeller governor tach sensor shorted to shielding. Replaced terminal and reinstalled. Rechecked continuity from control box to governor found satisfactory. Operational check satisfactory.
4. Removed nose landing gear centering pin, installed new o-ring and reinstalled. Serviced with 560 hydraulic oil and nitrogen. No leaks noted.

Technician: E. Burns

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector:

John Verderber For PCPR439B

April 17, 2010
N62DG, PA60-602P
S/N: 60-8265040
Tach: 4835.0

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 416659

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Owner request manifold pressure setup check. Ground run satisfactory no defects noted.

Technician: T. Mula

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector:

John Verderber For PCPR439B

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per specific entries.)

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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May 14, 2010
 N62DG, Aerostar 602P
 S/N: 60-8265040
 AFTT: 4864.3

Mather Aviation, LLC
 Sacramento Mather Airport, CA 95655
 FAA CRS No. PCPR439B
 WO#: 416691

Hour Meter: 4864.3

This is a permanent part of the Aircraft Records. The following inspections, repairs or component part replacements were accomplished in accordance with Aerostar Maintenance Manual p/n 761-732 dated 11-01-2001, as applicable and unless otherwise noted:

1. Complied with an Annual Inspection in accordance with Mather Aviation, LLC Multi-Engine 100 Hour/Annual Inspection Checklist P/N MA-100ME.
2. The following airworthiness directives were complied with:
 - Complied with AD 79-01-05 (b), (2), dated 12/27/1979 by L/H and R/H fuel tank filler caps inspection satisfactory. Next due inspection 6/2011.
 - Complied with AD 90-02-01 dated 3/1/90 in accordance with Machen STC # SA 4976NM, Report No. 57.1 approved by the FAA as an alternate means of compliance. No faults found. Next due at 4964.3 haours AFTT or 6/2011, whichever occurs first.
 - Complied with AD 95-23-11, dated 11/30/1995 by horizontal flanges inspection in accordance with SB600-130 satisfactory. Next due inspection 4964.3 AFTT or 6/2011, whichever occurs first.
 - Complied with AD 98-24-29 dated 1/8/99 Upper Wing Spar Cap by inspection in accordance with paragraph (a) and SB 600-132, Part 2. No faults found. next due 4964.3 AFTT
 - Complied with AD 2003-22-01 dated 11-17-03 Auxillary Fuel Pump by inspection per paragraph (c)(1) in accordance with Machen SB 76-009. No faults found. Next Due 4964.3 AFTT
 - Complied with AD 2003-14-03 dated 8-14-03 Rotary Vane Fuel Pump Relief Valve and found not applicable by part numbers installed 62E23186. No further action required.
 - Complied with AD 2004-21-05 dated 11-19-04 Combustion Heater Decay test in accordance with Janitrol Heater Maintenance and Overhaul Manual 24E25-1. Next Due @heater.hobbs 1999.4 or June 2012, whichever occurs first.

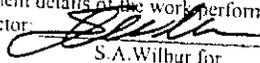
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DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<ul style="list-style-type: none"> • Complied with AD 2004-25-16 R1, dated 6/20/2005 Combustion heater fuel shutoff valve inspection in accordance with SB A-107A satisfactory. Next due inspection 1999.4 Heater Hobbs Hours or 6/2012, whichever occurs first. • AD 2008-06-51 (3/12/2008) Precision Airmotive RSA Servo Hex Head Plug inspection is not applicable by Hex Plug Markings found on left and right engine servos. No further action required. • Complied with AD 2008-14-07 dated 8/14/2008 by L/H and R/H engines fuel injector fuel lines, inspection satisfactory. Next due inspection 4964.3 AFIT or 6/2011, whichever occurs first. <p>3. The following special inspections were complied with:</p> <ul style="list-style-type: none"> • Complied with FAR 91.207(c) and (d) of Narco ELT-10 serial 0399 by visual and operational inspection of the ELT satisfactory. BP-1010 battery due 12/2010. • Complied with Garmin GNS-530 STC SA01933LA Instructions for Continued Airworthiness inspection and operational checks. No faults found. Next Due 6/2011 • Removed Aviator's Breathing Oxygen 3AA1800 bottle serial 4509X for Hydrostatic test by CRS #QC3R792L. Reinstalled assembly and serviced, leak check and flow check satisfactory. <p>4. The following repairs or parts replacements were accomplished:</p> <ul style="list-style-type: none"> • Removed and replaced windshield p/n 210809-001 due to Chapter 04-01-00 safe life limit in accordance with AMM Chapter 56-11-02. Next Due at 9720 AFIT. • Removed and replaced left brake aft insulator shim p/n 068-02700. • Removed and replaced left propeller mount bolt/nut safeties. • Removed and replaced left flap well fairing p/n 200060-515 with a replacement fabricated from Alelad 2024-T3-025 aluminum using the original as a template, in accordance with FAA Advisory Circular AC 43.13-1B, Chapter 4, page 4-13, par. 4-55; page 4-14, par. 4-57 and page 4-16, fig. 4-3. Installed using existing rivet pattern with CR3243-4-2 and CR3245-4-2 rivets. Corrosion treated and painted. (Continued)

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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- Removed and replaced copilot's left and right brake master cylinder seals and orings with Aerostar kit p/n AAA00477. Serviced, bleed and leak checked satisfactory.
- Removed and replaced loose rivets in skin under right nacelle with CR3212-5-2, CR3212-5-3 and CR 3212-5-4 rivets as required.
- Cleaned and operational checked landing gear hydraulic pressure switch. No leaks noted.
- Repaired forward pressure bulkhead pressurization leak adjacent to windshield defrost fan by removal and replacement of components removed for access to replace bulkhead internal and external sealant. Pressurization leak check satisfactory.
- Left engine oil leak repaired by removal and replacement of fitting seal p/n MS35769-8. Leak check satisfactory.
- Removed and replaced left engine alternate air inlet filter rivet.

Technician(s): E. Burns, M. Baker, T. Judson, R. Rotar
 The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details of the work performed are on file at this Repair Station

Inspector: 
 S.A. Wilbur for
 CRS# PCPR439B

May 14, 2010 AFTT: 4894.3
 I certify that this aircraft has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition, and is approved for return to service.

Inspector: 
 S.A. Wilbur for
 CRS# PCPR439B

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June 14, 2010

N62DG, PA60-602P

S/N: 60-8265040

Tach: 4882.2

Mather Aviation, LLC

Sacramento Mather Airport, CA 95655

FAA CRS No. PCPR439B

WO#: 416823

in~~o~~ Alterations

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r specific entries.)

This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station.

- 1) Inspected left engine mounts, no defects noted. Installed P/N 9809074-10 spacers in the lower engine mount between the lower mount and the engine isolators. Installed new AN7-36A bolts. Completed in accordance with the Aerostar Maintenance Manual 761-732 Dated 11/1/01 Section 71. Ground operation satisfactory.

Technician: T. Mula

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector:

John Verderber
John Verderber For PCPR439B

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N62DG
July 15, 2010

Piper PA-60-602P
TAT:

S/N: 60-8265040
Landings:

The following was performed by Duncan Aviation under Work Order # 1KXCVA:
Replaced the Annunciator lamp in the Flight Director Mode Selector IAW KFC. System ramp checks good.

The above described repair or maintenance is certified airworthy and is approved for return to service. A detailed record is on file under Work Order # 1KXCA.

Signed:

For Duncan Aviation CRS # JGVR194F

Phone: 916-231-0943

August 18, 2010
N62DG, Aerostar PA60-602P
S/N: 60-8265040
Tach: 4903.0

This is a permanent part of the Airframe
performed are on file

Aerostar Maintenance

- 1) Checked the service level of the hydraulic system.
Technician: R. Vosburg
The aircraft and/or component identifier in accordance with Federal Aviation Regulations with respect to the work performed.
Inspector: John Verderber For PCPR4

August 13, 2010
N62DG, Aerostar PA60-602P
S/N: 60-8265040
Tach: 4897.6

This is a permanent part of the Airframe
performed are on file

Aerostar Maintenance

- 1) Opened pedestal and left cowling. Adjusted left control to remove play. Satisfactory.
- 2) Service auxiliary hydraulic system check good no leaks noted.
- 3) Removed left forward brake caliper. Reinstalled on aircraft and bled brake.
- 4) Duncan Avionics installed 2 new air panel and reinstalled in the aircraft.
Technician: R. Vosburg
The aircraft and/or component identifier in accordance with Federal Aviation Regulations with respect to the work performed.
Inspector: John Verderber For PCPR43

November 11, 2010 **Mather Aviation, LLC**
N62DG, Aerostar PA60-602P Sacramento Mather Airport, CA 95655
S/N: 60-8265040 FAA CRS No. PCPR439B
Tach: 4937.0 WO#: 417233

This is a permanent part of the **Airframe Records**. Pertinent details of the work performed are on file at this Repair Station. The following maintenance, and/or inspections were accomplished in accordance with Aerostar Maintenance Manual 761-739 (1/10/01).

1. Drained left and right engine oil and changed filters. Serviced with Aeroshell 15W50 oil. Took oil samples and inspected filters. No defects noted. Ground run satisfactory no leaks noted.
2. Performed surface deice boot inspection and function test. Found all normal.
3. Removed right exhaust stack and installed repaired serviceable assembly with new gaskets pn 77611 and RJ0115. Ground run and leak check satisfactory. Outside parts and labor on discrepancy is for repair of exhaust stack, Sublet Service Completed: 11/04/2010 Performed By: KNISLEY EXHAUST SYSTEMS INC.-CRS# NJ3R712L
4. Re-installed and secured middle passenger seat behind copilot.
5. Uncowled engines to inspect anti-ice system. Found both sides function properly. No faults found.

Technician: I. Mula, A. Sarlis, R. Vosburg

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 

February 11, 2011 **Mather Aviation, LLC**
N62DG, Piper PA60-602P Sacramento Mather Airport, CA 95655
S/N: 60-8265040 FAA CRS No. PCPR439B
Tach: WO#: 417484

This is a permanent part of the **Airframe Records**. Pertinent details of the work performed are on file at this Repair Station.

1. Inspected rear bay compartment following operator report of a hydraulic leak. Found leak at auxiliary hydraulic pump pressure switch. Cleaned hydraulic fluid from entrance area. Installed missing hardware. Found seap at sleeve of B-Nut in to pressure switch. Depressurized, tightened and pressurized again. Leak check satisfactory.
2. Replaced rear cargo compartment hook side and velcro with new. Glued down and let dry.

Technician: M. Dudics

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 
S.A. Wilbur for PCPR439B

March 21, 2011
M62DG, Aerostar PA60-602P
S/N: 60-8265040
Hour Meter: 4949.0

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 417619

This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station. The following maintenance, and/or inspections were accomplished in accordance with Aerostar Maintenance Manual 761-739 (1/01/01).

1. Drained left and right engine oil and changed filters. Serviced with Aeroshell 15W50 oil. Took oil samples and inspected filters. No defects noted. Ground run satisfactory no leaks noted.
2. Complied with FAR 91.207(c) Emergency Locator Transmitter Battery replacement. Installed new p/n BS-2166. Next replacement due March 2013. Complied with FAR 91.207(d) inspection and operational tests. No faults found. Next inspection due March 2012.

Technician: M. Baker, M. Dudics
The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: S.A. Wilbur for PCPR439B

1 2 3 4 5 6 7 8 9 10 11 12

January 17, 2011
N62DG, Piper PA60-602P
S/N: 60-8265040
Tach: 4943.1

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 417452

This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station.

- 1) Installed new main wheel tires. P/N 658C86-4 left S/N 91880229 right S/N 90220203. Serviced and reinstalled tires. Operation satisfactory.

Technician: T. Mula
The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: John Verderber For PCPR439B

Signature and Alterations
(Certificate Number of
these specific entries.)

Pilot's Altimeter Scale P/N: 5501-S1
 Correction Card S/N: 2006

Standard Altitude Feet	Altimeter Reading	Standard Altitude Feet	Altimeter Reading
1000	1010	16000	16025
0	0	18000	18000
500	505	20000	20050
1000	1000	22000	22065
1500	1515	25000	25005
2000	2015	30000	29970
3000	3000	35000	N/A
4000	3990	40000	N/A
6000	5990	45000	N/A
8000	8000	50000	N/A
10000	10015	51000	N/A
12000	11995	53000	N/A
14000	14040		

Description of Inspections, Tests, Repairs and Alterations
 All work must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Piper PA-60-602P S/N: 60-8265040
 TAT: Landings:
 Work Order # 0MM3A:
 Aircraft was bay, reassembled aircraft, performed system static check and found correct and found to comply with Title 14 CFR Part 43, paragraph (a).
 Aircraft was checked and inspected in accordance with 14 CFR Part 91.411, paragraphs (a) through (d).
 Aircraft was tested to 30,000 Feet S/N: 2006
 Aircraft was tested to 30,000 Feet S/N: V3817
 Aircraft was inspected in accordance with 14 CFR Part 91.413, appendix F, paragraph (a) and (b).
 Aircraft was tested to 30,000 Feet S/N: 84110498.
 Aircraft was found to be airworthy and is approved for return to service. *A detailed record is on file.*

DUNCAN AVIATION Date: 12/02/2001
 Tested By: GANCG

Signed: *[Signature]*
 For Duncan Aviation CRS # JGVR194F Phone: 916-231-0943

TEST CERTIFICATE
 BUSINESS APPROVAL TAG
 Eligibility: JQ0D194F

3 Form Tracking Number: OMM3A0001001001
 5 Work Order/Contract/Invoice Number: OMM3A
 10 Quantity: 1
 11 Serial/Batch Number: 4816
 12 Status/Work: Tested

discharged battery pack to test capacity - passed. Recharged in accordance with L-3 Communications CMM TP-202

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p style="text-align: right;">Mather Aviation, LLC Sacramento Mather Airport, CA 95655 FAA CRS No PCPR439B WO# 417706</p> <p>April 26, 2011 N62DG, Aerostar 602P SN 60-8265040 AFIT 4957.9 Hour Meter: 4957.9</p> <p>This is a permanent part of the Aircraft Records. The following inspections, repairs or component part replacements were accomplished in accordance with Aerostar Maintenance Manual p/n 761-732 dated 11-01-2001, as applicable and unless otherwise noted</p> <ol style="list-style-type: none"> Complied with an Annual Inspection in accordance with Mather Aviation, LLC Multi-Engine 100 Hour Annual Inspection Checklist P N MA-100ME. The following airworthiness directives were complied with: <ul style="list-style-type: none"> Complied with AD 79-01-05 (b), (2), dated 12 27 1979 by I II and R II fuel tank filler caps inspection satisfactory. Next due inspection 5 2012. Complied with AD 90-02-01 dated 3 1 90 in accordance with Machen STC # SA 4976NM, Report No. 57.1 approved by the FAA as an alternate means of compliance. No faults found. Next due at 5057.9 hours AFIT or 5 2012, whichever occurs first. Complied with AD 95-23-11, dated 11 30 1995 by horizontal flanges inspection in accordance with paragraph (a) and SB 690-132, Part 2. No faults found. Next due 5057.9 AFIT, whichever occurs first. Complied with AD 98-24-29 dated 1 8 99 Upper Wing Spar Cap by inspection in accordance with paragraph (a) and SB 690-132, Part 2. No faults found. Next due 5057.9 AFIT Complied with AD 2003-22-01 dated 11-17-03 Auxillary Fuel Pump by inspection per paragraph (c)(1) in accordance with Machen SB 76-069. No faults found. Next Due 5069.7 AFIT AD 2004-21-05 dated 11-19-04 Combustion Heater Decay test in accordance with Jambrol Heater Maintenance and Overhaul Manual 24325-1. Next Due 4 heater hobbs 1999.4 or June 2012, whichever occurs first. Complied with AD 2004-25-16 R1, dated 6 20 2005 Combustion heater fuel shutoff valve inspection in accordance with SB A-107A satisfactory. Next due inspection 2025.9 Heater Hobbs Hours or 4 18 2012, whichever occurs first. <p style="text-align: right;">(Continued)</p>

DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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DATE
19 ____

				<ul style="list-style-type: none"> Complied with AD 2008-14-07 dated 8/14/2008 by L/H and R/H engines fuel injector fuel lines, inspection satisfactory. Next due inspection 5057.9 AFTT or 5/2012, whichever occurs first.
				<p>3. The following special inspections were complied with:</p> <ul style="list-style-type: none"> Complied with FAR 91.207(c) and (d) of Narco ELT-10 serial 0399 by visual and operational inspection of the ELT satisfactory. BP-1010 battery due 3/31/2013 Complied with Garmin GNS-530 STC SA01933LA Instructions for Continued Airworthiness inspection and operational checks. No faults found. Next Due 5/2012 Complied with PS-823A Standby Power Supply 12 Month Emergency Capacity Check. Function tested. Disassembled and inspected. Top charged and discharged battery pack to test capacity - passed. Recharged battery pack. Reassembled, function tested, and final inspected in accordance with L-3 Communications Component Maintenance Manual TP-202 (Revision A, change 2) dated 09/28/2007. (Ref. Duncan Aviation work order # 0MM3A).
				<p>4. The following repairs or parts replacements were accomplished:</p> <ul style="list-style-type: none"> Replaced right engine left magneto grounding 'P' lead terminal end. Operational check found good. Replaced right hand navigation light bulb as required. Operational check found good. Resealed lens. P/N: 553-494 Replaced missing valve cover retaining screw right engine #4 cylinder. Replaced loose rivets on left and right wing lower skins and aft of left aft passenger window as required. Touch up painted rivet heads to match existing scheme. Removed and replaced worn cargo door seal p/n 021200-03312. Removed and replaced worn right flap well anti-chafe tape.
				<p>Technician(s): E. Burns, M. Gavriluk, M. Dudics, T. Mula</p> <p style="text-align: right;">(Continued)</p>

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details of the work performed are on file at this Repair Station.</p> <p>Inspector: <u><i>[Signature]</i></u> S. A. Wilbur for CRS# PCPR439B</p> <p>April 26, 2011 AFTT: 4957.9 I certify that this aircraft has been inspected in accordance with an FAR 91.409(a) ANNUAL INSPECTION and was determined to be in an airworthy condition, and is approved for return to service.</p> <p>Inspector: <u><i>[Signature]</i></u> S. A. Wilbur for CRS# PCPR439B</p> <hr/> <p>May 2, 2011 Mather Aviation, LLC N62DG, Aerostar PA60-602P Sacramento Mather Airport, CA 95655 S/N: 60-8265040 FAA CRS No. PCPR439B Tach: 4962.8 WO#: 417739</p> <p>This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station. The following maintenance, and/or inspections were accomplished in accordance with Aerostar Maintenance Manual 761-739 (11/01/01).</p> <ol style="list-style-type: none"> 1. Remove and replaced right engine cylinder #6 EGT Probe p/n M-111. Operational check satisfactory. <p>Technician: E. Burns</p> <p>The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.</p> <p>Inspector: <u><i>[Signature]</i></u> S. A. Wilbur For PCPR439B</p>

May 2, 2011

N62DG, Aerostar PA60-602P
S/N: 60-8265040

Tach: 4962.8

Mather Aviation, LLC

Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 417739

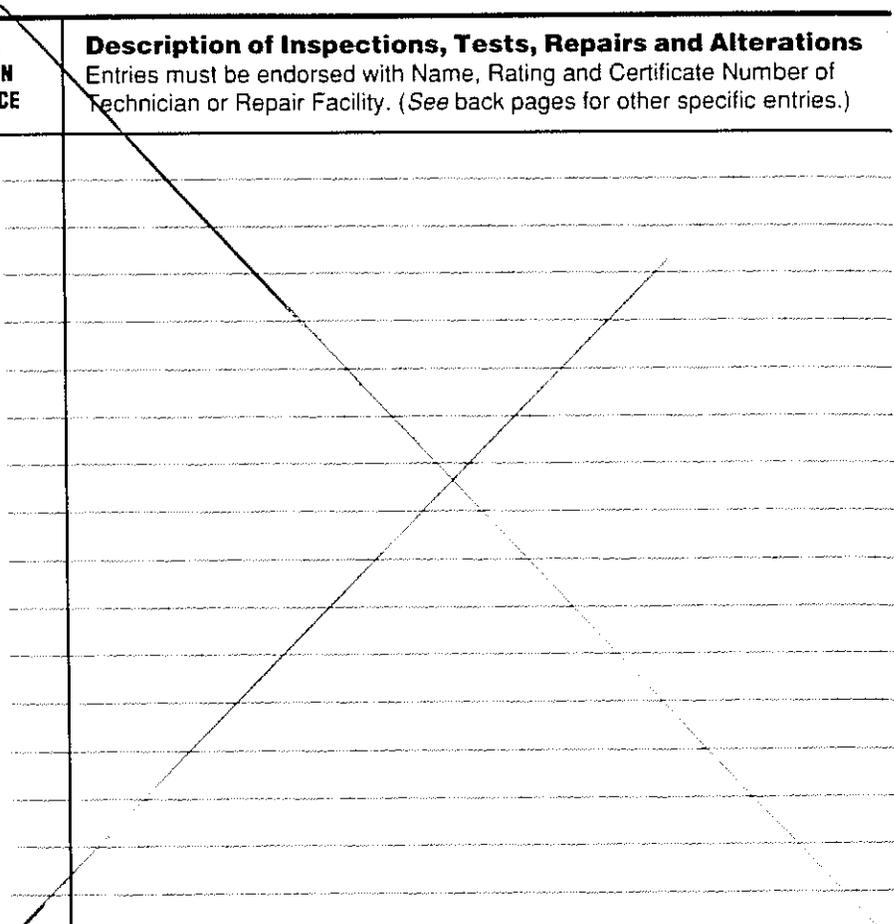
This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station. The following maintenance, and/or inspections were accomplished in accordance with Aerostar Maintenance Manual 761-739 (11/01/01).

1. Complied with AD 79-01-05 (b), (2), dated 12/27/1979 by LH and R/H fuel tank filler caps inspection satisfactory. Next due inspection 5/2012.

Technician: S. Wilbur

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 
S.A. Wilbur For PCPR439B

IN CE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)



N62DG
April 29, 2011

Piper PA-60-602P
TAT:

S/N: 60-8265040
Landings:

The following was performed by Duncan Aviation under Work Order # 0NCRA:
Removed pilots HSI KI 525A P/N:066-3046-01 S/N:18819 and installed a Duncan Loaner Tested HSI KI 525A P/N:066-3046-07 S/N:83118. Performed alignment to the Garmin 530 and functional tested unit and found good I/A/W KI 525/525A BENDIX/KING INSTALLATION MANUAL and GARMIN 500 SERIES INSTALLATION MANUAL.

Removed Directional Gyro KG-102A P/N:060-0015-00 S/N:22436 and installed a Duncan Loaner Tested Directional Gyro KG-102A P/N:060-0015-00 S/N:6888. Performed functional test and found good I/A/W Directional Gyro KG-102A BENDIX/KING INSTALLATION MANUAL.

The above described repair or maintenance is certified airworthy and is approved for return to service. *A detailed record is on file under Work Order # 0NCRA.*

Signed: *Greg Duncan*
For Duncan Aviation CRS # JGVR194F Phone: 916-231-0943

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DUNCAN AVIATION..

N62DG
May 4, 2011

Piper PA-60-602P
TAT:

S/N: 60-8265040
Landings:

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The following was performed by Duncan Aviation under Work Order # 0NCRA:

Removed Duncan Loaner Directional Gyro KG-102A P/N:060-0015-00 S/N:6888 and installed an exchanged Overhauled Directional Gyro KG-102A P/N:060-0015-00 S/N:44559. Removed Duncan Loaner KI 525A P/N:066-3046-07 S/N:83118 and installed customers original KI 525A P/N:066-3046-01 S/N:18819. Performed alignment to the Garmin 530. Performed system functional tests and found good I/A/W KI 525/525A BENDIX/KING INSTALLATION MANUAL. GARMIN 500 SERIES INSTALLATION MANUAL and Directional Gyro KG-102A BENDIX/KING INSTALLATION MANUAL.

The above described repair or maintenance is certified airworthy and is approved for return to service. A detailed record is on file under Work Order # 0NCRA.

Signed: 
For Duncan Aviation CRS # 1GVR194F Phone: 916-231-0943

May 6, 2011
N62DG, PA60- 602P
S/N: 60-8265040
Tach: 4966.7

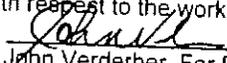
Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 417760

This is a permanent part of the Airframe Records. Pertinent details of the work performed are on file at this Repair Station.

- 1) Removed pilot seat and cleaned seat rails and rollers. Adjusted rollers for easier sliding. Reinstalled seat, operational check satisfactory.

Technician: R. Vosburg

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 
John Verderber For PCPR439B

DATE	RECO TACH TIME
19 _____	

July 8, 2011 **Mather Aviation LLC**

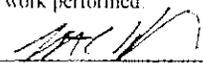
N62DG Mather Field, CA
Piper PA60-602P, s/n 60-8265040 CRS# PCPR439B
w.o. 417945 Ph 916 364 4711

Hour Meter 4990.5

This is a permanent part of the **Airframe Records**. Pertinent details of the work performed are on file at this Repair Station. Work performed in accordance with Aerostar Maintenance Manual p/n 761-732.

1. Replaced flight command indicator p/n 060-0017-01 s/n 15791 with an overhauled loaner, (ref. CRS# KD3R627L, w.o. 252300), indicator s/n 11709. Operational check satisfactory.

Technician(s): A. Sarlis
I certify that the aircraft or component identified above has been repaired and/or inspected in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 
S Heller for CRS PCPR439B

Alterations
te Number of
ecific entries.)

August 8, 2011 **Mather Aviation LLC**

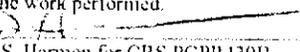
N62DG Mather Field, CA
Piper PA60-602P, s/n 60-8265040 CRS# PCPR439B
w.o. 418013 Ph 916.364.4711

Hour Meter: 4998.5

This is a permanent part of the **Airframe Records**. Pertinent details of the work performed are on file at this Repair Station. Work performed in accordance with Aerostar Maintenance Manual p/n 761-732.

1. Replaced attitude indicator p/n 060-0017-01 with s/n 15791 overhauled by CRS #KD3R627L. Operation tested normal. Removed loaner s/n 11709.
2. Removed starter, cleaned and lubricated Bendix and reinstalled. Operation checked normal.

Technician(s): A. Sarlis
I certify that the aircraft or component identified above has been repaired and/or inspected in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: 
S. Harmon for CRS PCPR439B

DATE 19 ____	RECO August 22, 2011 TACH N62DG, Aerostar PA60-602P TIME S/N: 60-8265040 Tach: 4998.5	Mather Aviation, LLC Sacramento Mather Airport, CA 95655 FAA CRS No. PCPR439B WO#: 418060	Alterations e Number of ecific entries.)	DATE 19 ____
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This is a permanent part of the **Airframe Records**. Pertinent details of the work performed are on file at this Repair Station.

1. Removed pilot push to talk switch and installed new P/N 30-1 Ground operation satisfactory.
 Technician: R. Boyd
 The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.
 Inspector: [Signature]
 John Verderber for PCPR439B

February 2, 2012	Mather Aviation LLC
N62DG	Mather Field, CA
Piper PA60-602P, s/n 60-8265040	CRS# PCPR439B
w.o. 418511	Ph. 916.364.4711
Hour Meter: 5066.0	
This is a permanent part of the Airframe Records . Pertinent details of the work performed are on file at this Repair Station. Work performed in accordance with Aerostar Maintenance Manual p/n 761-732.	
<ol style="list-style-type: none"> 1. Removed, disassembled and resealed left main landing gear strut assembly. Reinstalled strut assembly and serviced both struts with nitrogen and hydraulic fluid. 2. Removed EDM 760-6C engine monitor. Reinstalled following repair by CRS# PT1274NM ref. w.o. RMA35007. 3. Repaired left engine left and right magneto p leads as required. 	
Technician(s): M. Keeney, T. Judson	
I certify that the aircraft or component identified above has been repaired and/or inspected in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed.	
Inspector: <u>[Signature]</u> S. Heller for CRS PCPR439B	

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number of
entries.)

DATE
19____

RECORDING
TACH
TIME

TODAYS
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

May 14, 2012
N62DG, Aerostar 602P
S/N 60-8265040
AFTT: 5096.9

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WQ# 418731

Hour Meter: 5096.9

This is a permanent part of the Aircraft Records. The following inspections, repairs or component part replacements were accomplished in accordance with Aerostar Maintenance Manual P/N 761-732, as applicable and unless otherwise noted:

1. Complied with an **Annual Inspection** in accordance with Mather Aviation, LLC Multi-Engine 100 Hour/Annual Inspection Checklist P/N MA-100ME.
2. The following airworthiness directives were complied with:
 - Complied with **AD 79-01-05** (b), (2), dated 12/27/1979 by L/H and R/H fuel tank filler caps inspection satisfactory. Next due inspection 5/2013.
 - Complied with **AD 90-01-02** dated 3/1/90 in accordance with Machen STC # SA 4976NM, Report No. 57.1 approved by the FAA as an alternate means of compliance. No faults found. Next due at 5196.9 hours AFTT or 5/2013, whichever occurs first.
 - Complied with **AD 95-23-11**, dated 11/30/1995 by horizontal flanges inspection in accordance with SB600-130 satisfactory. Next due inspection 5196.9 AFTT or 5/2013, whichever occurs first.
 - Complied with **AD 98-24-29** dated 1/8/99 Upper Wing Spar Cap by inspection in accordance with paragraph (a) and SB 600-132, Part 2. No faults found. next due 5196.9 AFTT
 - Complied with **AD 2003-22-01** dated 11-17-03 Auxillary Fuel Pump by inspection per paragraph (e)(1) in accordance with Machen SB 76-009. No faults found. Next Due 5146.9 AFTT
 - **AD 2004-21-05** dated 11-19-04 Combustion Heater Decay test in accordance with Janitrol Heater Maintenance and Overhaul Manual 24E25-1. Next Due @heater hobbs 2127.3 or 5/2014, whichever occurs first.
 - Complied with **AD 2004-25-16 R1**, dated 6/20/2005 Combustion heater fuel shutoff valve inspection in accordance with SB A-107A satisfactory. Next due inspection 5196.9 AFTT or 5/2013, whichever occurs first.
 - Complied with **AD 2011-26-04** dated 1/25/12 by L/H and R/H engines fuel injector fuel lines, inspection satisfactory. Next due inspection 5196.9 AFTT.
 - **AD 2012-03-07** (3/27/2012) Lycoming engines with HA-6 carburetors. Is not applicable. RSA fuel injection installed. No further action required.
 - **AD 2012-03-06** (2/14/2012) Avstar fuel servo diaphragm replacement. Not applicable, by fuel servo part and serial number. No further action required.

DATE 19 ____	RECORDING TACH TIM	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be ordered with Name, Rating and Certificate Number of (specific entries.)</small>	DATE 19 ____
				3. The following special inspections were complied with: <ul style="list-style-type: none"> Complied with FAR 91.207(d) by 12 month inspection of the ELT. No defects noted. Next inspection due 5/2013. Battery due inspection 5/2013. Complied with Garmin GNS-530 STC SA01933LA Instructions for Continued Airworthiness inspection and operational checks. No faults found. Next Due 5/2013 Complied with PS-823A Standby Power Supply 12 Month Emergency Capacity Check. Function tested. Disassembled and inspected. Top charged and discharged battery pack to test capacity - passed. Recharged battery pack. Reassembled, function tested, and final inspected in accordance with L-3 Communications Component Maintenance Manual TP-202 (Revision A, change 2) dated 09/28/2007. 	
				4. The following repairs or parts replacements were accomplished: <ul style="list-style-type: none"> Removed ships battery and cleaned battery box. Serviced battery, reinstalled and secured. Cleaned several landing gear hydraulic actuators and cycled landing gear checking for leaks. No leaks noted. Removed right main gear strut, disassembled and resealed. Serviced with 5606 hydraulic oil and nitrogen. Reinstalled in aircraft. Removed left main gear actuator and resealed. Reinstalled and cycled landing gear. Operation satisfactory. Installed new main landing gear well bumper assemblies P/N 400112-503 Resealed hydraulic pressure switch and reinstalled. Operation satisfactory. Swapped main tires from right to left wheels for wear purposes. Installed new brake discs 164-06106. Installed new static discharge wick on the right elevator. Replaced worn edge sealants on the vertical stabilizer deice boot and pitot tube. Installed new air conditioning drive belt. Replaced both lower cowling intake mesh screens P/N 62-10002-002 UF. Repaired attach brackets and baffles as required. Stop drilled small crack in the left flap well and installed doubler. Replaced several loose rivets in the bottom of both wings. Blind CR3242-5-04 and 5-03 where used where there was no access. Painted new rivets to match. Serviced oxygen system to 1850 PSI. Secured loose Velcro with 13001 adhesive as required. 	

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- Adjusted glareshield position and secured.
- Crimped door seal annunciator light assembly to bulb. Operation satisfactory.

Technician(s) M. Dudics, C. Robinson

I certify that this Aircraft has been inspected in accordance with ANNUAL INSPECTION requirements, and was determined to be in airworthy condition. The aircraft and/or component identified above were repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service

Inspector: John Verderber
John Verderber for CRS# PCPR439B

and Alterations

(to Number of
specific entries.)

May 19, 2012

Mather Aviation, LLC

N82DG, Aerostar 602P

Sacramento Mather Airport, CA 95655

S/N: 60-8265040

FAA CRS No. PCPR439B

AFTT: 5098.5

Hour Meter: 5098.5

WO# 418751

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Removed hydraulic pressure switch 98087-1225P0098 S/N 0073 and installed new switch 98077-501 S/N 100290. Operations satisfactory.

Technician: M. Dudics

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed

Inspector: John Verderber
John Verderber For PCPR439B

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

 **DUNCAN
AVIATION** LLC

N62DG
August 10, 2012

Piper PA-60-602P
TAT:

S/N: 60-8265040

The following was performed by Duncan Aviation under Work Order # 1KQWA:

Accessed, removed and stowed Inhibit line at the back of the Stormscope display. Pin L. The "Inhibit Line" to MIC Switch Line is not needed and need be connected only if communication transmitters interfere with the Stormscope. Installed original Stormscope WX-10A DISPLAY P/N:78-8047-0984-4 S/N:0D82020308. Performed system functional test of the Stormscope and COMM's and found all systems good I/A/W WX-10A STROMSCOPE Installation Manual and PMA7000B Installation and Operator's Manual.

The above described repair or maintenance is approved for return to service. *A detailed record is on file under Work Order # 1KQWA.*

Signed: _____

For Duncan Aviation CRS # JGVR194F

Phone: 916-231-0943

*DUNCAN
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August 31, 2012 Mather Aviation, LLC
N62DG, Piper PA60-602P Sacramento Mather Airport, CA 95655
S/N: 60-8265040 FAA CRS No. PCPR439B
Tach: 5165.7 WO#: 419114

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Complied with AD 2003-22-01 (11/17/2003) by inspection of the auxiliary fuel transfer pumps. No defects noted. Next due at 5215.7

Technician: C. Robinson.

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: [Signature]
John Verderber for PCPR439B

January 25, 2013 Mather Aviation, LLC
N62 DG, Piper PA60-602P Sacramento Mather Airport, CA 95655
S/N: 60-8265040 FAA CRS No. PCPR439B
Tach: 5193.1 WO#: 419442

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Lubricated flap tracks and rollers. Operation satisfactory.
2. Serviced ships battery with water. Operational check good.

Technician: M. Baker

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: [Signature]
John Verderber for PCPR439B

January 29, 2013 Mather Aviation, LLC
N62DG, PA60-602P Sacramento Mather Airport, CA 95655
S/N: 60-8265040 FAA CRS No. PCPR439B
Tach: 5195.5 WO#: 419503

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Complied with AD 2011-26-04 Lycoming inspection of the fuel injector lines and clamps. No defects noted. Next due inspection 5295.5
2. Complied with AD 92-24-29 Aerostar inspection of the wing upper spar cap, recurring visual only. No defects noted. Next due inspection at 5295.5

Technician: M. Baker

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: [Signature]
John Verderber for PCPR439B

February 6, 2013
N62DG, PA60-602P
S/N: 60-82665040
Tach: 5210.2

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 419524

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Bled right main gear brake system with 5606 hydraulic fluid. Ground and taxi test satisfactory.

Technician: M. Baker.

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: [Signature]
John Verderber for PCPR439B

TOT/ TIME

March 4, 2013

N62DG, Piper PA60-602P
S/N: 60-82665040
Tach: 5211.2

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPR439B
WO#: 419576

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Removed cleaned and treated ground wire to the auxiliary hydraulic pump. Completed operational test, no defects noted.

Technician: R. Vosburg

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: [Signature]
John Verderber for PCPR439B

Tests, Repairs and Alterations

(Name, Rating and Certificate Number of back pages for other specific entries.)

Precision Static Testing
FAA Certified Repair Station #QJAR856X
PHONE: (925) 449-5904 FAX: (925) 449-6081
Livermore, CA

I certify that the altimeter(s) and static system(s) tests required by 14 CFR § 91.411 and transponder tests, including data correspondence, required by § 91.413, have been performed and found to comply with 14 CFR Part 43, Appendix E and F.

Tested to 30k feet. Time: 5232.7
W/O# 9286 N 62DG
Inspected by [Signature] Date 4/12/13

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CFS No. PCPR439H
W/O: 419681

AP346 17 3911
5621G Aerostar 601P
S/N 6018263646
M.U. 52322

Eng. No. 52322
This is a permanent part of the Aircraft Records. The following inspections, repairs or component part replacements were accomplished in accordance with Aircraft Maintenance Manual P/N 761-732, as applicable and unless otherwise noted.

1. Complied with an Annual Inspection in accordance with Mather Aviation, LLC, Multi-Engine 100 Hour Annual Inspection Checklist P/N MA-100AMP.
2. The following airworthiness directives were complied with:
 - Complied with AD 79-01-05 (b) (2), dated 12-77, 1979 by LH and RH fuel tank filler caps inspection satisfactory. Next due inspection 4/2014.
 - Complied with AD 90-01-02 dated 3-1-90 in accordance with Machen STC # SA 49768M, Report No. 571 approved by the FAA as an alternate means of compliance. No faults found. Next due at 5332.2 hours AFTI or 4/2014, whichever occurs first.
 - Complied with AD 95-23-11, dated 11-30-1995 by horizontal hinges inspection in accordance with SB600-130 satisfactory. Next due inspection 5332.2 AFTI or 4/2014, whichever occurs first.
 - Complied with AD 98-24-29 dated 1-8-99 Upper Wing Spar Cap by inspection in accordance with paragraph (a) and SB 600-132, Part 2. No faults found. Next due 5332.2 AFTI.
 - Complied with AD 2003-22-01 dated 11-17-03 Auxiliary Fuel Pump by inspection per paragraph (a)(1) in accordance with Machen SB 76-009. No faults found. Next Due 5282.2 AFTI.
 - Complied with AD 2004-25-16 RI, dated 6-20-2005 Combustion heater fuel shutoff valve inspection in accordance with SB A-107A satisfactory. Next due inspection 5332.20 hr AFTI or whichever occurs first.

3. The following special inspections were complied with:
 - Complied with AD 2011-26-04 dated 1-25-12 by LH and RH engines fuel injector fuel lines, inspection satisfactory. Next due inspection 5332.2 AFTI.
 - AD 2012-19-01 (10/24/12) Lycoming replacement of certain crankshafts. Not applicable. Engine serial number not listed in Lycoming SB 509A. No further action required.
4. The following special inspections were complied with:
 - Complied with FAR 91.207(c & d) by Replacement of the ELT and 12 month inspection of the ELT. No defects noted. Next inspection due 4/2014 Battery due inspection 5/2015.
 - Complied with Garmin GNS-530 STC SA01931A Instructions for Continued Airworthiness inspection and operational checks. No faults found. Next Due 4/2014.
 - COMPLETED WITH THE Avdyne EX-500 Instructions For Continued Airworthiness inspection and operational test.
 - Complied with PS-823A Standby Power Supply 12 Month Emergency Capacity Check. Function tested. Disassembled and inspected. Top charged and discharged battery pack to test capacity - passed.
 - Recharged battery pack. Reassembled, function tested, and final inspected in accordance with 1-3 Communications Component Maintenance Manual TP-202 (Revision A, change 2) dated 09/28/2007.
 - Complied with Aerostar Service Bulletin 600-136 Annual inspection of the wing attach fittings. No defects noted. Next due 4/2014.
5. The following repairs or parts replacements were accomplished:
 - Replace worn or broken hardware as required.
 - Removed right tire from its wheel and rotated it on the wheel for more even wear.
 - Right brake hinges worn. Installed new 066-09730 hinges and shims. Operation satisfactory.
 - Serviced Oxygen System to 2000 PSI.
 - Installed new 32 CHT probe.

Technician(s): T. Muth, A. Andrews, and M. Baier
 I certify that this Aircraft has been inspected in accordance with ANNUAL INSPECTION requirements, and was determined to be in airworthy condition. The aircraft and component identified above were repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.
 Inspector: [Signature]
 John Verelber for CFS# PCPR439H

May 20, 2013

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
N62DG, Piper PA60-602P
S/N: 60-8265040
Tach: 5235.3
FAA CRS No. PCPR439B
WO#: 419747

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Checked air conditioning compressor for proper function, and checked switch positions. Operational check of air conditioning satisfactory.

Technician: T. Mula

The aircraft and/or component identified above has been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: John Verderber
John Verderber for PCPR439B

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ME
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October 15, 2013

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
N62DG, Piper PA60-602P
S/N: 60-8265040
Tach: 5285.9
FAA CRS No. PCPR439B
WO#: 420177

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Replaced light bulb P/N GE327 in the right bleed air on annunciator. Operation satisfactory.

Technician(s): M. Gavriluk

The aircraft and/or component identified above have been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector: John Verderber
John Verderber for CRS# PCPR439B

Inspections, Tests, Repairs and Alterations
Inspected with Name, Rating and Certificate Number of
Inspection Facility. (See back pages for other specific entries.)

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DUNCAN AVIATION

N62DG
October 16, 2013

Piper PA-60-602P
TAT: 5283.8

S/N: 60-8265040

ns

The following was performed by Duncan Aviation under Work Order # 2HVVA:

Removed existing #1 & #2 COMM Coax P/N:RG-058 and installed 40 feet of New #1 & #2 COMM Coax P/N:WMRGM17/60RG142. Installed four New BNC Connectors P/N:5225395-6 and one connector P/N:5225396-1 at #2 COMM Radio. Assembled systems and performed #1 & #2 COMM power and functional tests and found good I/A/W AEROSTAR AIRCRAFT AMM, GARMIN 500 SERIES Installation & Maintenance Manual and Bendix/King KX-165 Maintenance Manual.

The above described repair or maintenance is approved for return to service. A detailed record is on file under Work Order # 2HVVA.

Signed:

[Signature]
For Duncan Aviation CRS # JCA 194F

DUNCAN
QT 1082

Phone: 916-231-0943

December 20, 2013

N62DG, Piper Pa60-602P

S/N: 60-8265080

Tach: 5293.2

Mather Aviation, LLC

Sacramento Mather Airport, CA 95655

FAA CRS No. PCPR439B

WO#: 420304

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Installed new static wicks in the following places. 3 on the left wing, 3 on the right wing, 3 on the left elevator, 2 on the right elevator, 3 on the rudder, 1 on the tail stinger. 8 ea. P/N 11-10681, and 7 ea. 16630. Ground test of wicks satisfactory.

Technician(s) J. Salva

The aircraft and/or component identified above have been repaired and inspected in accordance with Federal Aviation Regulations and is approved for return to service with respect to the work performed.

Inspector:

[Signature]
John Verderber for CRS# PCPR439B

MARCH 14, 2014

N6210G, Aerostar 602P
S.N. 60-8265040
AELL 5294 8

Mallier Aviation, LLC
Sacramento Mather Airport, CA 95665
FAA CRS No PCPR439B
WOW# 420164

Hour Meter: 5294.8

This is a permanent part of the Aircraft Records. The following inspections, repairs or component part replacements were accomplished in accordance with Aerostar Maintenance Manual P/N 761-732, as applicable and unless otherwise noted:

- 1 Complied with an Annual Inspection in accordance with Aerostar Maintenance Manual Periodic Inspection check list P/N 761-732 and FAR 43 Appendix D
- 2 The following airworthiness directives were complied with
 - Complied with AD 79-01-05 (b), (c), dated 12-27-1979 by L-II and R-II fuel tank filler caps inspection. Installed new fuel cap O-rings. Next due inspection 3/2015
 - Complied with AD 90-01-02 dated 3/1/90 in accordance with Machen STC # SA 49768NM, Report No. 571 Inspection of the tail pipes, approved by the FAA as an alternate means of compliance. No faults found. Next due at 5394.8 hours AFTT or 3/2015, whichever occurs first
 - Complied with AD 95-23-11, dated 11/30/1995 by horizontal flanges inspection in accordance with SB660-F30 satisfactory. Next due inspection 5394.8 AFTT or 3/2015, whichever occurs first
 - Complied with AD 98-24-29 dated 1/8/99 Upper Wing Spar Cap by inspection in accordance with paragraph (a) and SB 600-132, Part 2. No faults found. Next due 5394.8 AFTT
 - Complied with AD 2003-22-01 dated 11-17-03 Auxiliary Fuel Pump by inspection per paragraph (e)(1) in accordance with Machen SB 76-009. No faults found. Next Due 5344.8 AFTT
 - Complied with AD 2004-25-16 (R), dated 6/20/2005 Combustion heater fuel shutoff valve inspection in accordance with SB A-107A satisfactory. Next due inspection 5394.8 AFTT or 3/2015, whichever occurs first.
 - Complied with AD 2004-25-16 (6/20/2005) Kelly Aerospace combustion heater idency test no defects noted. Next due 2135.6 Heater Hours or 3/2016 whichever comes first.
- 3 The following special inspections were complied with
 - Complied with AD 2011-26-04 dated 1/25/12 by L-II and R-II engines fuel injector fuel lines, inspection satisfactory. Next due inspection 5394.8 AFTT
 - No defects noted. Next inspection due 3/2015
 - Complied with FAR 91.207(c) & (d) by Replacement of the E.I.F. and 12 month inspection of the E.I.F. tested. Disassembled and inspected. Top charged and discharged battery pack to test capacity - passed. Recharged battery pack. Reassembled, function tested, and final inspected in accordance with 1-3 Communications Component Maintenance Manual TP-202 (Revision A, change 2) dated 09/28/2007.
 - Complied with Aerostar Service Bulletin 600-136 Annual inspection of the wing attach fittings. No defects noted. Next due 3/2015.
- 4 The following repairs or parts replacements were accomplished
 - Resealed left brake caliper with new O-ring
 - Replaced one brake caliper backing plate lining pin P/N 177-00300 on the left brake caliper
 - Removed left engine cowling detent light installed doubler on the bracket where the light mounts. Cleaned light assembly and reinstalled on outer cowling. Sealed assembly. Repaired broken ground wire. Operation satisfactory.
 - Secured windshield detent plate to windshield with RTV sealant. Operation satisfactory.
 - Replaced working and corroded rivets as required.
 - Troubleshot possible leak in the fuselage main fuel tank. Cleaned fuel stains and serviced tank with fuel. After 3 days no leaks noted.
 - Replaced hydraulic reservoir hoses and cleaned reservoir of residual fluid. Filled and tested, no leaks noted.

Technician(s) A. Andrews, V. Karsishak, J. Sakva, J. Zepren
I certify that this Aircraft has been inspected in accordance with an ANNUAL INSPECTION, and was determined to be in airworthy condition. The aircraft and / or component identified above were repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.

Inspector: *John Verdieber*
John Verdieber for CRS# PCPR439B

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPRA39B
WOB# 420464

MARCH 16, 2014
N62JG, Piper PA60-602P
S/N: 60-8265040
AFLT 5296, 2
Four Meter, 5296, 2

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station. The following inspections, repairs or component part replacements were accomplished:

1. Adjusted oil levels in both engines to 11 quarts.
2. Cleaned both the pilot and copilot seat tracks with alcohol and lubricated with silicone spray. Operation satisfactory.
3. Bled the left brake system with 5606 hydraulic oil. Operation satisfactory.
4. Installed new tire P/N 658C86-1 on the right main wheel. Reassembled and serviced tire and reinstalled on aircraft.

Technician(s): A. Andrews
I certify that this Propeller has been inspected in accordance with an ANNUAL INSPECTION, and was determined to be in airworthy condition. The aircraft and / or component identified above were repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.

Inspector: [Signature]
John Verderber for CRS# PCPRA39B

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPRA39B
WOB# 420576

MARCH 21, 2014
N62JG, Piper PA60-602P
S/N: 60-8265040
Tech: 5302, 5

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Installed new tire on the left main wheel, P/N 658C86-1. Reassembled wheel and serviced tire to 70 PSI. Reinstalled on aircraft.
2. Stop drilled crack on the top of the right outboard landing gear door. Riveted .032 aluminum patch using original hardware pattern on the top of the patch and a rivet line across the door on the bottom of the patch. Riveting done in accordance with AC43.13-1B.

Technician(s): J. Zapata, and T. Salva
The aircraft and / or component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy with respect to the work performed.

Inspector: [Signature]
John Verderber for CRS# PCPRA39B

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Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPRA39B
WOB# 420670

APRIL 23, 2014
N62JG, Piper PA60-602P
S/N: 60-8265040
Tech: 5305, 9

This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Serviced both main landing gear struts with hydraulic fluid and nitrogen.
2. Serviced all tire with air as required.

Technician(s): A. Andrews
The aircraft and / or component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy with respect to the work performed.

Inspector: [Signature]
John Verderber for CRS# PCPRA39B

Mather Aviation, LLC
Sacramento Mather Airport, CA 95655
FAA CRS No. PCPRA39B
WFO#: 420860

Info ID: 2014
NO.2DG Piper PA60-602P
S/N: 60-8265040

Tachs: 530.2
This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this Repair Station.

1. Complied with preflight service of aircraft. Checked fluids levels, engine oil level, lubricated wastegates. Ground run aircraft no defects noted.
2. Removed left brake caliper and installed new seals. Per installed and bled brake system with 5006 hydraulic oil.
3. Serviced oxygen system to 1800 psi.
4. Patch small holes on the leading edge of the left elevator de-ice boot.

Technician(s): R. Vosburg, and J. Zapfen.
The aircraft and / or component identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy with respect to the work performed.

Inspector: Joel Verlerber for CRS# PCPRA39B

**DETAILS
DESCRIPTION
OF SERVICE**

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

(This section is crossed out with a large handwritten 'X')

DATE	RECORDING TACH	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of	DATE
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The Flight Shop, Inc. . 435/723-3469 04/01/2015 N62DG Hobbs 5403.5
A/C TT 5403.5 LH & RH Engine 601.7 TSMOH LH & RH Prop 1195.9 TSMOH

1. Repair right wing regulator & replaced boot line;
2. Repair wire on Amp meter;
3. Replace ELT battery May 2017 ELT tested per FAR 91-207(D);
4. Replace RH brake disc & linings;
5. Replace nose tire;
6. Reseal nose drag brace actuator;
7. Replace #2 window left side;
8. CW AD 79-01-01 Fuel caps & 'O' rings;
9. CW AD 95-23-11 Tail inspection;
10. CW AD 98-24-29 Wing spar;
11. CW SB600-136 Wing attach fitting;
12. CW AD 2003-22-021 Aux fuel tank pumps;
13. CW AD 2004-10-14 No prop strike;
14. CW AD 2009-02-03 Fuel servio plug;
15. CW AD 2011-26-05 Fuel injection lines & clamps;
16. CW AD 2004-25-16 Heater valve;
17. CW ICA 337 dated 8-22-00 GNS 530;
18. CW ICA 337 dated 4-19-01 GNS 530;
19. CW ICA 337 dated 6-21-05 KMA 24;
20. CW ICA 337 dated 12-1-05 GDL-69 Weather;
21. CW ICA 337 dated 12/22/05 Seat tracks;
22. CW ICA 337 dated 11/20/06 Avidyne;
23. CW ICA 337 dated 11/20/06 Bendix ART;
24. CW ICA 337 dated 2/15/08 GDC-3;
25. CW ICA 337 dated 5/14/10 PM700A Auto.

I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

AP1856924IA



William R. Bridges

15

DATE 19____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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The Flight Shop, Inc. 435/723-3469 5/13/2015 N62DG Hobbs 5414.5
Aircraft Log

1. Resealed accumulator; 2. Replaced cabin door seal; 3. Wash aircraft.

AP33509281A

Lucy Hulse

FAA Inspector



Trine Aerospace
5765 Taxi Way Hangar 1
Colorado Springs, CO 80916
FAA Repair Station #QMKR800X

Date: 9/28/2015; Aircraft: N62DG; Type: Piper Aerostar; S/N: 60-8265040

Shop Order #: MX-15-0190

Right main tire flat

Removed and replaced R/H main landing gear tire and tube in accordance with Piper MM chap 32.

The maintenance on this aircraft was performed in accordance with Manufacturers Maintenance and or Installation Manuals and meets FAA requirements, Aircraft is released for normal operations.

Murray Stauffer - Mechanic

Murray Stauffer

Mechanic

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19 _____				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DATE
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Pacific Coast Avionics
 Registration: N62DG Make: PIPER Model: PA-60-602P S/N: 60-8265040 Aircraft Time: 5492.7 HOBBS CRS OPRR455L

Removed Bendix/King KFC 200 autopilot system consisting of the yaw controller, p/n 065-0035-01, s/n 2949, mode controller, p/n 065-0033-01, s/n 8297, mode annunciator, p/n 065-0032-01, s/n 8266, servo, p/n 065-0028-03, s/n 11504, roll servo, p/n 065-0060-00, s/n 11207, trim servo, p/n 065-5006-00, s/n 1830, yaw computer, p/n 065-0036-00, s/n 1422, and flight computer 065-0034-16, s/n 6905 for repair under PCA PO 16-1285. Reinstalled repaired Bendix/King KFC 200 autopilot system and tested in accordance with Bendix/King KFC 200 Installation Manual. NDN. Installed Garmin GWX 70, p/n Q11-01768-00, s/n 1DP006478. Installed and tested in accordance with Garmin Manual 190-00829-01. NDN. Fabricated new pilot and co-pilot panels using similar dimensions as the removed panels using .050" 5052 T3 aluminum and powder coated using Sherwin Williams Powder p/n 241-C0113. Work performed in accordance with AC43-13-2B Chapter 4, Piper PA-60-602P Maintenance Manual and Garmin G600 Manual 190-00601-06 Rev N. NDN. Engraved pilot, co-pilot, upper switch overlay and sub panel overlay panels under PCA PO# 16-1465. Inspected in accordance with PCA RSM Procedures and PO Requirements. NDN. Performed 91.411 certification of the altimetry system. The altimeter, standby altimeter, altitude reporting and pitot/static systems were tested for errors and found to be in compliance with the requirements listed in 14 CFR 43 Appendix E to an Altitude of 20,000 feet.

The installation of the Garmin GA 35 GPS/WAAS Antenna, Garmin GA 35 GPS/WAAS Antenna, Garmin GMA 35 Remote Audio Panel, Garmin GTX33ES W/ ADS-B Out Remote Transponder, Garmin GTN 750 GPS/NAV/COMM, Garmin GTP 59 Temp Sensor, Garmin GMU 44 Magnetometer, Garmin GDU 620 PFD/MFD, Garmin GTN 750 GPS/NAV/COMM; have been analyzed in accordance with 14 CFR 43 Appendix A and found to meet the requirements of a Major Alteration as defined by 14 CFR 1.1. An FAA Form 337, dated May 25, 2016 has been completed and filed with the Federal Aviation Administration. All other repairs or alterations noted in this maintenance entry have been analyzed in the same manner and found to be Minor.

This aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under , work order .

Frank Palmer
 Signature: FRANK PALMER Date: 5/25/16

Page 1 of 1

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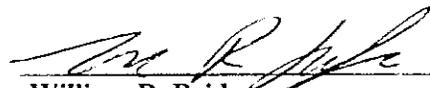
DATE 19 _____	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency
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The Flight Shop, Inc. 435/723-3469 06/22/2016 N62DG Hobbs 5498.2
A/CTT 5498.2 LH & RH Engine 696.4 TSMOH LH & RH Prop 1290.60 TSMOH

1. Replace heater combustion blower motor;
2. Replace cabin door strut;
3. Repair vacuum gauge line;
4. Replace left brake disc & linings;
5. Reseal left brake caliper;
6. CW AD 79-01-05 Fuel caps & 'O' rings;
7. CW AD 95-23-11 Tail inspection;
8. CW AD 98-24-29 Wing spar dye check;
9. CW SB600-136 Wing attach fitting;
10. CW AD 2003-22-01 Aux fuel tank pumps;
11. CW AD 2003-14-03 Fuel pump torque;
12. CW AD 2004-10-14 No prop strike;
13. CW AD 2015-19-07 Fuel injector lines & clamps;
14. CW AD 2004-21-05 Heater pressure test;
15. CW AD 2004-25-16 Heater valve;
16. CW ICA 337 dated 12-22-04 Seat track;
17. CW ICA 337 dated 5/25/16 Garmin G-600.

I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

AP1856924IA



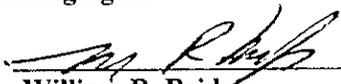
William R. Bridges

DATE	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency
19 _____		

The Flight Shop, Inc. 435/723-3469 9/7/2016 N62DG Hobbs 5511.4
Aircraft Log

1. Hydrostatic O2 bottle; 2. Service O2 bottle; 3. Reseal right gear door bombow valve; 4. Reseal speed brake valve; 5. Install new landing lights.

AP1856924IA

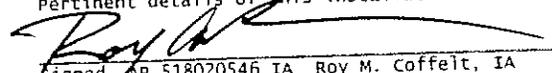


William R. Bridges

Skyline Aircraft Maintenance 3403 Airport Rd. Nampa, Idaho 83687
LOG ID# 2634 25-May-2017 HOBBS 5552.9
N62DG S/N 60-8265040 PIPER PA-60-602P

Pg 1 / 1

Remove and Replace electric trim switch p/n 200-01902-0002 in accordance with KFC 200 interconnect drawing 155-9051-00. Ground function checks satisfactory. Functional flight checks pending appropriately rated pilot. "I certify that the above identified aircraft or components thereof, has been maintained in accordance with the current regulations of the Federal Aviation Administration, and with respect only to the work performed, is in an AIRWORTHY condition for return to service. Pertinent details of this installation are on file at this agency under w/O# 1884."


Signed AP 518020546 IA Roy M. Coffelt, IA

DATE 19	TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency
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The Flight Shop, Inc. 435/723-3469 7/5/2017 N62DG Hobbs 5558.1
 A/CTT 5558.1 LH & RH Engine 756.3 TSMOH LH & RH Prop 1350.5 TSMOH

1. Repair vacuum gauge; 2. Service accumulator; 3. Rework A/C switch; 4. Repair door seal; 5. CW AD 79-01-05 Fuel caps & 'O' rings; 6. CW AD 95-23-11 Tail inspection; 7. CW AD 98-24-29 Dye check wing spar; 8. CW SB600-136 Wing attach fitting; 9. CW SB600-137 Nose structure; 10. CW2003-22-01 Aux Tank Pumps; 11. CW AD 2003-14-03 Fuel pump torque; 12. CW AD 2004-10-14 No prop strike; 13. CW AD 2015-19-07 Fuel injector lines & clamps; 14. CW AD 2004-25-16 Heater valve; 15. CW ICA 337 dated 11-27-04 Seat track; 16. CW ICA 337 dated 5-25-16 Garmin G-600.

I certify that this aircraft has been inspected in accordance with an annual inspection and found to be in airworthy condition.

AP1856924IA


 William R. Bridges

DATE

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The Flight Shop, Inc. 435/723-3469 N62DG 3/22/18 Hobbs 5602.9
ACTT 5602.9 L&R Engine 801.1 TSMOH L&R Prop 1394.9 TSMOH

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1. Replaced Shadin Fuel Flow Indicator with Digiflo L pn#910532P, sn# 10513; 2. Cleaned, treated & painted corrosion on both flaps; 3. Rotated right main tire; 4. Resealed right main gear door retract cylinder; 5. C/W following AD's 79-01-05 Fuel caps & 'O' rings, 92-23-11 Tail fitting inspection, 98-24-29 Wing spar dye check, 2003-22-01 Aux fuel pumps, 2003-14-03 Fuel pump torque, 2015-19-07 Fuel injector lines, 2004-21-05 Heater pressure decay test, 2004-25-16 R1 Heater fuel valve; 6. C/W SB600-136 Wing attach fitting & SB600-137 Nose gear structure; 7. C/W following ICA's 337 dated 12/2/04 Seat retainers & 337 dated 5/25/16 Garmin G-600.

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

AP33509281A


Craig Hulse

Skyline Aircraft Maintenance 3403 Airport Rd. Nampa, Idaho 83687
LOG ID# 2953 23-May-2018 HOBBS 5613.3
N62DG S/N 60-8265040 PIPER PA-60-602P

Pg 1 / 1

Removed RH co-pilot master cylinder and re-sealed using P/N AS199-08500 re-seal kit. Reinstalled master cylinder, bleed brakes, performed function and leak check with no noted discrepancies. Returned aircraft to service.


Signed AP 3107462 Howard Keith Terry

LINCOLN

PIPER PA-60-602P N620X7
SN 60-8265080 12-19-2017
HOBBY TIME 5590.9
WORK ORDER NUMBER 1205

S
Compliance and Method of Compliance

DATE

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UPHOLSTERED PILOT AND COPILOT SEATS UPHOLSTERED MIDDLE AND REAR BENCH SEATS
REPAIRED ALL SEAT CUSHION AND BACKREST FOAM PREPPED AND PAINTED ALL SEAT
BRACES PATTERNED, CUT AND BOUND NEW CABIN CARPET PATTERNED, CUT AND BOUND
NEW BAGGAGE CARPET PATTERNED, CUT AND SEWED NEW BAGGAGE AFT CURTAINS
UPHOLSTERED ALL SIDE PANELS REMOVED SIDE TABLE AND CAPPED ASSOCIATED WIRING
REPAIRED AND UPHOLSTERED INSTRUMENT EYEBROW PATTERNED, CUT AND COVERED
CONTROL YOKES WITH LEATHER REPAIRED, UPHOLSTERED AND CARPETED HAT RACK
AREA REPAIRED, PREPPED AND PAINTED CENTER CONSOLE SIDE PANELS INSTALLED NEW
STEP PLATES ON ENTRY DOOR SENT ALL SEAT BELTS OUT FOR INSPECTION AND REWEAVING
ALL WORK HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH FAR 23.853(g) AND IS APPROVED
FOR RETURN TO SERVICE FOR THE WORK PERFORMED PERTINENT DETAILS OF THE WORK
PERFORMED ARE ON FILE FOR THIS REPAIR STATION UNDER WORK ORDER NUMBER 1205

-----END-----

SIGNED

12-19-2017



LINCOLN SKYWAYS, INC

CERTIFICATE NO 7LSR651C

DATE

19

A.D.
NUMBER

TOTAL
TIME IN
SERVICE

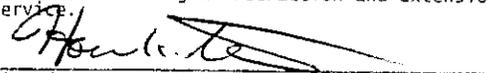
Airworthiness Directives

Chronological Listing of Compliance and Method of Compliance

Skyline Aircraft Maintenance 3403 Airport Rd. Nampa, Idaho 83687
LOG ID# 2961 10-July-2018
N62DG S/N 60-8265040 PIPER PA-60-602P TACH 5613.3

Pg 1 / 1

Found contamination in brake hydraulic system. Removed all brake calipers, and all brake master cylinders. Flushed all fluids out of braking system. Removed all flexible brake system hoses. Installed the following new hoses (2) P/N 1241601-4CR0140, (2) 124001-4CR0354, (2) 124002-4CR0086, (1) 1241601-4CR0112, (1) 1241601-4CR0160, (2) 124001-4CR0720. Cleaned re-painted and re-sealed all brake calipers using (12) new P/N 2-132-L1186-80 o rings (12) new P/N 062-02600 piston, (12) new P/N 088-00100 insulators, and (12) new P/N 082-02000 friction ring. Installed (2) new P/N 069-00400 anchor bolts on each caliper. Installed new P/Ns 068-02700 shim, 063-02400 pressure plate, RA177-00300 pin, and RA066-04400 lining on all calipers. Installed (2) new P/N RA-164-05006 brake discs. Re-installed calipers using (24) new P/N 103-11700 bolts. Re-sealed all master cylinders (4) new P/N MS28775-006 orings (4) new P/N MS28775-012 orings, and (8) new P/N MS28775-113 orings. Replaced P/N 082-02100 spring in all 4 master cylinders. Re-assembled and re-installed master cylinders. Shimmed master cylinder return springs. Refiled system with mil-5606H, bleed brakes and perform function and leak checks with no noted discrepancies. Performed brake wear in procedures IAW manufactures instructions. Performed taxi tests with no noted discrepancies. Jacked aircraft performed normal gear retraction and extension with no noted discrepancies. Returned aircraft to service.


Signed AP 3107462 Howard Keith Terry