

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AIRFRAME
MAINTENANCE
RECORDS**



AIRFRAME MAINTENANCE RECORDS

(1975

Log No. 3

Aircraft Registration No. N4389X

Aircraft Mfg. PIPER Model ARROW II Serial No. 28F-7635034

Engine Mfg. LYCOMING Model IO-360-C1C Serial No. L-14533-S1A

Engine Mfg. _____ Model _____ Serial No. _____

Propeller Mfg. Hartzel Model HC-C37R-1RF Serial No. _____

Hub Design No. _____ Hub Serial No. dy4102A

Blade Design No. _____ Blade Serial No's. _____

Propeller Mfg. _____ Model _____ Serial No. _____

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____


(All applicable information must be filled in)



AEROTECH PUBLICATIONS INC.

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>N4389X TACH: 4623.3 DATE: 28 DEC. 16 REPLACED LANDING GEAR SWITCH PN: 487-936. OPERATIONAL CHECK SATISFACTORY. <i>AL A-P 3564380</i> SORBI AIRCRAFT MAINTENANCE SAN DIEGO, CA</p>
			<p>N4389X TACH: 4724.1 DATE: 06 MAR. 2017 REPLACED NOSE TIRE AND TUBE PN: 5.00-5. RE PACKED NOSE WHEEL BEARINGS WITH AEROSHELL 5 GREASE. REPLACED CYL #1 EGT PORBE PN: 2870. COMPLIED WITH AD 76-07-12 BY OPERATIONAL CHECK. NO DISCREPANCIES NOTED AT THIS TIME. NEXT DUE AT: 4824.1 <i>AL A-P 3564380</i> SORBI AIRCRAFT MAINTENANCE SAN DIEGO, CA</p>
			<p>N4389X TACH: 4845.3 DATE: 12 MAY. 2017 Removed and replaced left and right wing tip. Removed and replaced left and right stabilator tip. Removed and replaced vertical stabilator tip fairing. <i>AXP 2683817</i> SORBI AIRCRAFT MAINTENANCE SAN DIEGO, CA</p>
			<p align="center">AMERICAN AVIATION MAINTENANCE</p>  <p align="center">MAINTENANCE 1987 N. Marshall Ave. Hangar 101 El Cajon, CA 92020</p> <p>01 JUN 2017 Tach: 4855.1 Hobbs: 1184.8 This Aircraft N4389X Manufacturer: PIPER Model: PA-28R-200 SER: 28R-7635034 Manufacture Date: 1975 was inspected using Far 43, App. D, as a guide. Aircraft Registry. Certificate Issued: 01/04/2017. Expiration: 01/31/2020. Serviced G-35 Aircraft Battery. Serviced and Lubricated Airframe Lubed all control surfaces and checked tensions and travels. Inspected Tires for wear and cuts, inspected brake disk on main wheels. Installed 4 brake linings P/N RA066-10500 Checked for improper adjustments. Serviced brake reservoir. Installed New Air Filter P/N BA10. Painted R/H Wing with wing walk Black. Removed old starter P/N 31A22104 and Installed New starter S/N: 1040653. ATC Transponder and Altimeter Test Next Due @ 05/19 As per (FAR 91.413.43 Appendix F) ELT S/N: 6213 checked for signal strength and "G" switch function as per (FAR 91.207) and found to comply with requirements. Next due @ 06/18 ELT battery next due @ 06/18. P/C/W AD-95-26-13 by Visual inspection of Oil Cooler Hoses. Next due @ Tach: 5855.1 P/C/W AD-97-01-01 by Liquid Penetrant of Main Gear Sidebrace Stud. Next due @ Tach: 5355.1 P/C/W AD-13-02-13 by Visual Inspection Using Piper SB1245A. Stabilator Control System. Next due @ 6855.1 C/W AD-76-07-12 By Operations Test. Next due @ Tach: 4955.1 Operations check was satisfactory. All A.D.'s Checked thru this date.</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p><i>Sto. Egle STOEN Esquivel AEP30202361A</i></p>

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p style="text-align: center;">Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA SERVICE CENTER</p> <p>Date: 18JUL17 N#: 4389X S/N: 28R-7635034 Tach/Hobbs: 4944.64 TT: TTSMOH:</p> <p>AD 76-07-12R1 Bendix ignition switch inspection was complied with, next inspection due at 5044.64.</p> <p>David H. Platner <u>David H. Platner</u> AP 2861970 -----END-----</p>
			<p style="text-align: center;">Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA SERVICE CENTER</p> <p>Date: 08AUG17 N#: 4389X S/N: 28R-7635034 Tach/Hobbs: 4995.06 TT: TTSMOH:</p> <p>Rigged and adjusted cable tensions on Ailerons IAW Piper Maintenance manual.</p> <p>David H. Platner <u>David H. Platner</u> AP 2861970 -----END-----</p>
			<p style="text-align: center;">Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA SERVICE CENTER</p> <p>Date: 12SEP17 N#: 4389X S/N: 28R-7635034 Tach/Hobbs: 5086.25 TT: TTSMOH:</p> <p>Removed right main wheel and removed worn tire, and replace with new tire 6.00-6 P/N 072-314-0. Cleaned and re-greased the bearing and reinstalled wheel.</p> <p>David H. Platner <u>David H. Platner</u> AP 2861970 -----END-----</p>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA SERVICE CENTER</p> <p>Date: 25OCT17 N#: 4389X S/N: 28R-7635034 Tach/Hobbs: 5115.76 TT: TTSMOH:</p> <p>Repaired Landing Light wiring harness, and conducted operational test, test SAT</p> <p>David H. Platner <u><i>David H. Platner</i></u> AP 2861970 -----END-----</p>
			<p>Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA SERVICE CENTER</p> <p>Date: 12/6/17 N#: 4389X Tach/Hobbs: 5178.13</p> <p>Replaced right brake pads 66-105, replaced caliper O-ring MS28115-222.</p> <p>Guy La Plante <u><i>Guy La Plante</i></u> A&P 3892552</p>
			<p>Advanced Aircraft Service 8622 Gibbs Dr. San Diego, CA. 92123 858-560-7599 Fax 858-560-7507 CESSNA / BEECHCRAFT SERVICE CENTER</p> <p>Date: 1/16/18 N#: N4389X S/N: Tach: 5226.2 hr TT: TTSMOH: C/W AD76-07-12 (a) (b) (c) due again at Tach 5326.2 hr</p> <p><u><i>[Signature]</i></u> AP3467663 -----END-----</p>
18 th 18	5231.6		<p>ADJUSTED IGNITION SWITCH AND BACK NUT. OPS CHECK WITH NEW KEY. KEY WILL NOT COME OUT OF IGNITION. SUPPLIED BY OWNER. STEVEN ESCOBAR <u><i>Sto. Escobar</i></u> AP 3020236</p>

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DATE

Advanced Aircraft Service

8622 Gibbs Dr.

San Diego, CA. 92123

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CESSNA / BEECHCRAFT SERVICE CENTER

Date:6/11/18 N#:N4389X S/N:28R-7635034

Tach:5281.94 hr TT: "0" hr TTSMOH: "0" hr

Installed Owner supplied Lycoming Factory Reman IO-360-C1C S/N RL-36208-51E in this Aircraft N4389X, Installed new engine mounts, all new oil and fuel flex hoses from Aviall, Governor S/N 5423W overhauled by True Speed Aero Governor W.O.# 18030, Vacuum pump not replaced, Oil cooler S/N 75H-1703 overhauled by Pacific Oil Cooler Service W.O.# 125903, New scat hoses installed, Added 8qts Shell 100 oil, C/W AD2017-14-04 new type D hoses installed, AD2015-19-07 (e) (i) per SB 342G

AP3841036

END

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San Diego, CA. 92123

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CESSNA / BEECHCRAFT SERVICE CENTER

Date:6/11/18 N#:N4389X S/N:28R-7635034

Tach:5281.94 hr TT:5281.94 hr TTSMOH:

Replaced right wing walk skin 62061-802, Replaced left main wheel brake pads, Replaced left wing aft spar bolt, Resealed right main gear strut, Replaced right outboard elevator trim tab hinge assy, Replaced elevator trim barrel, jackscrew and bushings, C/W AD97-01-01 & R1 reamed bushings to .625" and installed 78717-002 5/8" studs, AD76-07-12 1. (a) (b) (c), AD2018-07-03 (f) (g), AD99-24-10 (b) (1) (2) (c) (2), SB1244B inspection, Installed new ELT battery, Installed JPI 900 Stand Alone System per STC SA01435SE, Aircraft reweighed New E.W. 1681.0, E.W.C.G.83.77 E.W. Momt 140817.37
C/W FAR 91.207 (d) ELT inspection and test, battery is due again 08/2020
This Aircraft has been inspected I/AW FAR Part 43 Appendix D. using Current Aircraft Maintenance Manual as a guide to complete an Annual Inspection, and was determined to be in an airworthy condition at this time.

IA3467663

END

Advanced Aircraft Service

8622 Gibbs Dr.

San Diego, CA. 92123

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CESSNA / BEECHCRAFT SERVICE CENTER

Date:8/30/18 N#:N4389X S/N:

Tach:5429.9 hr TT: TTSMOH:

Installed Knots 2U wing root fairing per STC SA1216GL, Installed Knots 2U wing tips per STC SA01786SE. See 337 form, Revised weight and balance

AP3467663

END

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CESSNA / BEECHCRAFT SERVICE CENTER

Date:8/30/18 N#:N4389X S/N:

Tach:5429.9 hr TT: TTSMOH:

CW AD76-07-12 1. (a) (b) (c) due again at 5529.9 hr

AP3467663

END

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Advanced Aircraft Service
8622 Gibbs Dr.
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858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: October 24, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5526.6 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Removed autopilot roll servo P/N: 1C363-1-183R S/N: 14614A and marked autopilot "inop". All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

-----END-----

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA / BEECHCRAFT SERVICE CENTER

Date: 11/9/18 N#: N4389X S/N:
 Tach: 5542.8 hr TT: TTSMOH:

Installed owner supplied 4111810 S/N FA290A overhauled alternator from Falcon Aero W.O.# 3001



AP3467663

-----END-----

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number SH1832597	
4. Organization Name and Address: FAA CRS #CM2R747K AUTOPILOTS CENTRAL, INC. HANGAR 23, TULSA INT'L AIRPORT • TULSA, OKLAHOMA 74115				5. Work Order/Contract/Invoice Number: Same #3		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Roll servo	1C363-1-183R	1	14614A	Overhauled	
12. Remarks: Reference attached service shop report for work performed.						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature: John Dean		
				14c. Approval/Certificate No.: CM2R747K		
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed): John Dean		
				14e. Date (dd/mm/yyyy): 29/Nov/2018		
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

was
1 to be

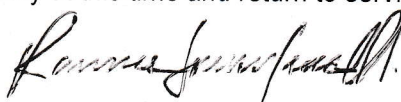
18250

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858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: October 24, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5526.6 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Removed autopilot roll servo P/N: 1C363-1-183R S/N: 14614A and marked autopilot "inop". All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

-----END-----

Advanced Aircraft Service
8622 Gibbs Dr.
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CESSNA / BEECHCRAFT SERVICE CENTER

Date: 11/9/18 N#: N4389X S/N:
 Tach: 5542.8 hr TT: TTSMOH:

Installed owner supplied 4111810 S/N FA290A overhauled alternator from Falcon Aero W.O.# 3001



AP3467663

-----END-----

Advanced Aircraft Service
8622 Gibbs Dr.
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CESSNA SERVICE CENTER

Date: December 6, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5579.9 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Installed owner supplied overhauled autopilot roll servo P/N: 1C363-1-183R S/R: 14614A. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

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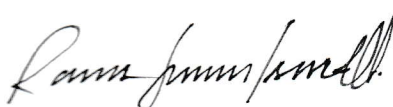
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CESSNA SERVICE CENTER

Date: December 11, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5591.4 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Removed right (co-pilot) side brake caliper, removed old piston O-ring and replaced with new O-ring P/N: MS28775-222, also removed right (co-pilot) side brake linings and replaced with new linings P/N: 105-00200. Performed braked bleeding and refilled brake reservoir. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

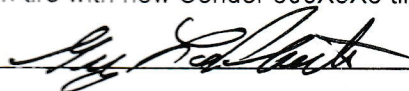
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CESSNA & BEECHCRAFT SERVICE CENTER

Date: 12/31/18 N#:4389X Tach: 5624.8

Replaced left main tire with new Condor 600X6X6 tire P/N 072-314-0.

Guy LaPlante



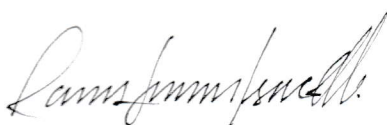
A&P 3892552

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Date: January 14, 2019 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5633.0 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Tightened the alternator belt to proper tension and lowered the oil pressure $\frac{3}{4}$ of a turn. Performed ground run up and was found to be satisfactory. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be air worthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

-----END-----

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Date: 2/8/19 N#:4389X Tach: 5668.9

Resealed parking brake, replaced O-rings MS28775-012, -113, -114,
 serviced brake system.

Guy La Plante  A&P 3892552

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Date: 2/18/19 N#:4389X Tach: 5673.2

Replaced left mag gasket P/N 649954, retimed mag to 20 degrees BTDC.
 Replaced all spark plugs with new REM 38E plugs.
 Ground ops check and mag drop good.

Guy La Plante  A&P 3892552

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Date: 2/8/19 N#:4389X Tach: 5668.9

Resealed parking brake, replaced O-rings MS28775-012, -113, -114,
 serviced brake syetem.

Guy La Plante  A&P 3892552

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DATE

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Date: 2/28/19 N#:4389X Tach: 5693.67

Resealed left brake caliper with MS28775-222 O-ring, serviced system.

Guy La Plante  A&P 3892552

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Date: 3/20/19 N#:4389X Tach: 5721.1

CW A.D. 76-07-12 ignition switch by functional test, next due tach 5821.1

Guy LaPlante  A&P 3892552

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Date: 3/26/19 N#:N4389X S/N:
Tach: 5729.8 hr TT: TTSMOH:

Installed owner supplied 600x6 6 ply Airhawk tire on right main wheel

 AP3467663
-----END-----

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Date: 4/12/19 N#:4389X Tach: 5754.3

Replaced vacuum pump with owner-supplied overhauled vacuum pump
P/N 215CC, S/N 184003, see FAA form 8130-3 dated 14 Dec 2018,
evacuated system using Airborne vacuum generator, replaced filters
B3-5-1 and AAD9-18-1.

Guy La Plante  A&P 3892552

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>Date 6 Jul 19 Tach 5860.0 TT 5860.0 <i>5860.0</i></p> <p>Reg N4389X s/n 28R-7635034 Model Piper PA28R-200</p> <p>-100h inspection iaw Piper Service Manual -removed corrosion on both top side wings and flaps and ailerons, prepared for primer, applied Epoxy Primer and top coat Polyurethan paint balanced checked ailerons within limits -installed new gascolator screen and drain valve -removed side step, bead blasted, welded, primed and top coated, installed back -installed new RAMI com antennas -replaced rod ends on flap and main and nose gear doors and rigged doors -installed new hardware on flaps -R&R of trim tab horn for bead blasting, primer and paint, installed with new hardware -installed 2 new headliner channel plastic pieces from Lopresti, replaced throttle quad label -installed new brake discs and all brake linings, installed new orings in both callipers and bleed system with Mil5606 -freed the locking tab of the fuel selector valve -serviced RH strut and Nose gear strut with Nitrogen -installed new bracket airfilter element -serviced all gear legs with Aeroshell 5 -inspected all components of the EDM 930 engine monitor -ELT tested iaw FAR 91.207(d), batt due 08/2020 -inspected push-pull cable and vac lines, fittings c/w AD99-24-10 next 07/2020 -inspected Bendix ignition switch iaw AD76-7-12 next 5960 h I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition and returned to service Stefan A Uerguen A&P 2451974 IA <i>Stefan A Uerguen</i></p>
7/24/19	5874.2	5874.2	<p>Replaced Cover Flap Handle with Knots2U P/N 059-467917-06 in accordance to FAR 43.3(c) 43.7(f) and returned to service per FAR 43.5 Roland R. Giron, owner cert 3725178 CSEL, <i>Roland R. Giron</i></p>
			<p>Date 9 Sep 19 Tach 5949.1 TT 5949.1</p> <p>Reg N4389X s/n 28R-7635034 Model Piper PA28R-200</p> <p>-Installed new AMSafe shoulder harness pn 3021-8-791-2396 on pilots and co pilots seat -inspected Bendix ignition switch iaw AD76-7-12 next 6049 h Aircraft returned to service with respect of the work being performed Stefan A Uerguen A&P 2451974 IA <i>Stefan A Uerguen</i></p>

Advanced Aircraft Service

8622 Gibbs Dr.

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CESSNA \ BEECHCRAFT SERVICE CENTER

Date: 07-26-19

N#: N4389X

S/N: 28R-7635034

Tach: 5876.5

TT:

TTSMOH:

Installed new nose tire pt# 072-312-0 and tube pt# 092-308-0

AP 3841036

-----END-----

Advanced Aircraft Service
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Date: November 15, 2019 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 6048.4 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Complied with AD 76-07-12 Ignition switch, paragraph 1 sub-paragraph A-C, next due at 6148.4 tach time hours. All work was performed in accordance to al current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos

Jerman Isac Ramos
 END

A&P: 3818250

See engine log for hydraulic pump replacement

Date 3 Mar 20

Tach 6212.4

TT 6212.4

Reg N4389X

s/n 28R-7635034

Model Piper PA28R-200

-Installed new LH main tire
 -Installed new main gear springs 67203-00 on both main gear legs
 The Aircraft is returned to service with respect of the work being performed
 Stefan A Uerguen A&P 2451974 IA

Stefan A Uerguen



360 Victory Aviation

Manufacturer: Piper
 Model: PA-28R-200
 SER: 28R-7635034

MAINTENANCE
 1987 N. Marshall Ave. Hangar 99
 El Cajon, CA 92020

19 MAR 2020
 Tach: 6197.4
 W/O# 119

This Airframe on N4389X Had Dorsal Fin Forward P# RD-0096-00 and Aft P# RD-0095-00 Replaced and Sealed. **6197.4**
 Replaced I.A.W. Piper Service Manual. Ground Check Performed. Complied with AD-2015-19-07 @ Tach: **6145.4** by **26**
 Visual Inspection of Clamps Due @ Tach: **6255.4**. Complied With AD-76-07-12 @ Tach: **6145.4** By Ops Check of the
 Bendix Ignition Switch Due @ Tach: **6245.4**. **6299.429** **6197.429**
6307.426

I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH
 CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS
 APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 19 MAR 2020
 Victor Avalos A&P38154671A

Signed: *[Signature]*

SUB-TOTAL this page

TOTAL-Carry forward to next page

DATE _____

Advanced Aircraft Service**8622 Gibbs Dr.****San Diego, CA. 92123****858-560-7599 Fax 858-560-7507****CESSNA / BEECHCRAFT SERVICE CENTER**

Date: 8/14/20 N#: 4389X S/N: 28R-7635034

Tach: 6422.4 hr TT: 6422.4 hr TTSMOH:

Installed new orings in both main struts. Replaced orings in left hyd actuator,
 Replaced orings in both copilots master cylinders, Replaced both fuel cap seals
 462-056, Replaced both nose gear aft drag links bushings 65003-045 and 452-801,
 C/W AD2013-02-13 per SB1245A 1 thru 10, AD99-24-10 (b) (a) (2) (c) (2),
 AD76-07-12 1. (a) (b) (c), New ELT battery installed
 C/W FAR 91.207 (d) ELT inspection and test, battery is due again 09/22
 This Aircraft has been inspected I/A/W FAR Part 43 Appendix D. using
 Current Aircraft Maintenance Manual as a guide to complete an Annual
 Inspection, and was determined to be in an airworthy condition at this time.



IA3467663

-----END-----

Advanced Aircraft Service**8622 Gibbs Dr.****San Diego, CA. 92123****858-560-7599 Fax 858-560-7507****CESSNA / BEECHCRAFT SERVICE CENTER**

Date: 9/9/20 N#: N4389X S/N:

Tach: 6443.1 hr TT: TTSMOH:

Installed used serviceable 96902-000 power pack manifold supplied by owner
 Installed overhauled HYC5005 S/N AH-10156 power pack from Aero Space Rotables
 W.O.# WO159458 supplied by owner, jack and bleed system and refill reservoir,
 Air nose strut and tires



AP3467663

-----END-----

Advanced Aircraft Service**8622 Gibbs Dr.****San Diego, CA. 92123****858-560-7599 Fax 858-560-7507****CESSNA SERVICE CENTER****Airframe Log**

N4389X

Hobbs: 3205.1

S/N: 28R-7635034

12-8-2020

 Aircraft: Piper PA-28R-200
 TACH: 6562.2

- Removed cracked pilots side window.
- Replaced pilots side window with an owner provided great lakes aero window.
- Operational tests were performed on all aforementioned work, results are satisfactory at this time.
- All forementioned work was done in accordance with approved piper maintenance manuals and ac43.13-1b,2b.

Bryan Buis



A/P4393611

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D.

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Aircraft: Piper PA-28R-200
TACH:6639.7

Airframe Log
N4389X
Hobbs:3292.1

S/N: 28R-7635034
01-15-2021

- Removed worn right main tire.
- Installed new airhawk 6.00-6 tire.
- Performed operational test. Results proved to satisfactory at this time.
- All aforementioned work was performed in accordance with approved piper manuals, ac43.13-1b,2b.

Bryan Buis

A/P4393611

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: February 16, 2021 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
Tach: 6697.4 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Removed L/H (pilot side) outboard master brake cylinder and installed new internal o-rings P/N: MS28775-113, MS28775-012, MS28775-010 and installed back onto the aircraft with new cotter pins. Bled brakes as required using MIL-H-5606 hydraulic fluid and topped off hydraulic brake reservoir. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos

A&P: 3818250

END

Airplane Repair Inc Gillespie Airport 1965 N Marshall Ave E! Cajon CA 619-940-8310

5 Apr 21

TT 6781.9

N4389X

Tach 6781.9

s/n 28R-7635034

Piper PA28R-200

-installed new orings and scraper on Nose gear, installed shims on links
The Aircraft is returned to service with respect of the work being performed
Stefan A Uerguen A&P 2451974 IA

04/05/21 6781.9 ^{6781.9 EG} ~~1500.0~~ clw 4076-07-RR1 (a)(b)(c). Due again @ 6881.9
R. Green / owner CSEL 3725178

SUB-TOTAL this page

TOTAL-Carry forward to next page

Appendix 1 to AD 2020-26-16

Inspection Results Form

Email completed form to:
9-ASO-ATLCOS-Reporting@faa.gov
 and
customer.service@piper.com

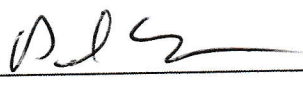
Or mail to: Federal Aviation Administration
 Atlanta ACO Branch, AIR-7A1
 1701 Columbia Avenue
 College Park, GA 30337
 and
 Piper Certification Office
 2926 Piper Drive
 Vero Beach, FL 32960

SUBJECT line: Docket No. FAA-2018-1046

Include photos if applicable

Aircraft Model No.: PA-28R-200	Serial Number: 28R-7635034
Aircraft Total Hours Time-In-Service (TIS):	Registration Number: N4389X
Factored Service Hours Left-Hand (LH) Wing:	Right-Hand (RH) Wing:
(If both wings are factory installed original, these numbers should be the same)	
Inspection Results	
LH Wing Spar Fwd Accepted <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	RH Wing Spar Fwd Accepted <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
LH Wing Spar Aft Accepted <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>	RH Wing Spar Aft Accepted <input checked="" type="checkbox"/> Rejected <input type="checkbox"/>
Inspector Comments (observed damage, condition of hole, etc)	
L/H FWD Visual/Eddy Current No defects found at time of Inspection	
L/H AFT Visual/Eddy Current No defects found at time of Inspection	
L/H FWD Visual/Eddy Current No defects found at time of Inspection	
L/H AFT Visual/Eddy Current No defects found at time of Inspection	

Inspector Information

Name (print): Gene Levell Signature: 
 Certificate No.: J6YRES0K Date: 13/MAR/2021

(iii) If a main wing spar has been replaced with a serviceable main wing spar (more than zero hours TIS) or the airplane maintenance records are missing or incomplete, the wing history cannot be determined. Perform the eddy current inspection as specified in paragraph (i) of this AD.

(iv) The actions required by paragraph (h)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4), and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(2) Before further flight after completing the action in paragraph (h)(1) of this AD, calculate the *factored service hours* for each main wing spar using the formula in figure 1 to paragraph (h)(2) of this AD. Thereafter, after each annual inspection and 100-hour inspection, recalculate/update the *factored service hours* for each main wing spar until the main wing spar has accumulated 5,000 or more *factored service hours*.

Aerotech Note: Figure 1 to paragraph (h)(2) that was in this location in the FAA version of the Airworthiness Directive has been moved to page 4 to facilitate compilation of this **adNote™**

(3) An example of determining factored service hours for an airplane with no 100-hour inspections is as follows: The airplane maintenance records show that the airplane has a total of 12,100 hours TIS, and only annual inspections have been done. None of the annual inspections were done for purposes of compliance with § 91.409(b). Both main wing spars are original factory installed. In this case, $N = 0$ and $T = 12,100$. Use those values in the formula as shown in figure 2 to paragraph (h)(3) of this AD. In the example in figure 2 to paragraph (h)(3) of this AD, the eddy current inspection would not be required because the factored service hours are less than 5,000 hours.

Aerotech Note: Figure 2 to paragraph (h)(3) that was in this location in the FAA version of the Airworthiness Directive has been moved to page 4 to facilitate compilation of this **adNote™**

(4) An example of determining factored service hours for an airplane with both 100-hour and annual inspections is as follows: The airplane was originally flown for personal use, then for training for a period of time, then returned to personal use. The airplane maintenance records show that the airplane has a total of 10,600 hours TIS, and fifty-five 100-hour inspections for purposes of compliance with § 91.409(b) have been done. Both main wing spars are original factory installed. In this case, $N = 55$ and $T = 10,600$. Use those values in the formula shown in figure 3 to paragraph (h)(4) of this AD. First, calculate commercial use time by multiplying ($N \times 100$). Next, subtract that time from the total time, and divide that quantity by 17. Add the two quantities to determine total factored service hours. In the example in figure 3 to paragraph (h)(4) of this AD, the eddy current inspection would be required because the factored service hours are more than 5,000 hours.

Aerotech Note: Figure 3 to paragraph (h)(4) that was in this location in the FAA version of the Airworthiness Directive has been moved to page 4 to facilitate compilation of this **adNote™**

(i) Eddy Current Inspect

Within the compliance time specified in either paragraph (i)(1) or (2) of this AD, as applicable, eddy current inspect the inner surface of the two lower outboard bolt holes on the lower main wing spar cap for cracks. If the wing is installed, use steps 1 through 3 or, if the wing is not installed, use step 3 in the Instructions of Piper Aircraft, Inc. Service Bulletin No. 1345, dated March 27, 2020 (Piper SB No. 1345). Although Piper SB No. 1345 specifies NAS 410 Level II or Level III certification to perform the

inspection, this AD allows Level II or Level III qualification standards for inspection personnel using any inspector criteria approved by the FAA.

Note 2 to the introductory text of paragraph (i): Advisory Circular 65-31B contains FAA-approved Level II and Level III qualification standards criteria for inspection personnel doing nondestructive test (NDT) inspections.

(1) Within 100 hours TIS after complying with paragraph (h) of this AD or within 100 hours TIS after a main wing spar accumulates 5,000 factored service hours, whichever occurs later; or

(2) For airplanes with an unknown number of factored service hours on a main wing spar, within the next 100 hours TIS after the effective date of this AD or within 60 days after the effective date of this AD, whichever occurs later.

(j) Replace the Main Wing Spar

If a crack is found during an inspection required by paragraph (i) of this AD, before further flight, replace the main wing spar with a new (zero hours TIS) main wing spar or with a serviceable (more than zero hours TIS) main wing spar that has passed the eddy current inspection required by paragraph (i) of this AD.

(k) Install New Bolts

Before further flight after completing the actions required by paragraph (i) or (j) of this AD, install new bolts by following step 6 of Piper Aircraft, Inc. Service Bulletin No. 1345, dated March 27, 2020.

(l) Report Inspection Results

Within 30 days after completing an inspection required by paragraph (i) of this AD, using Appendix 1, "Inspection Results Form," of this AD, report the inspection results to the FAA at the Atlanta ACO Branch and to Piper Aircraft. Submit the report to the FAA and Piper using the contact information found on the form in appendix 1 of this AD.

(m) Special Flight Permit

A special flight permit may only be issued to operate the airplane to a location where the inspection requirement of paragraph (i) of this AD can be performed. This AD prohibits a special flight permit if the inspection reveals a crack in a main wing spar.

(n) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(o) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (p) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(p) Related Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5548; fax: (404) 474-5605; email: william.mccully@faa.gov.

(q) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Piper Service Bulletin No. 1345, dated March 27, 2020.

(ii) [Reserved]

(3) For Piper Aircraft, Inc. service information identified in this

AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; phone: (772) 567-4361; website:

<https://www.piper.com>.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to:

<https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Aerotech Note: Appendix 1 to AD2020-26-16 that was in this location in the FAA version of the Airworthiness Directive has been moved to page 6 to facilitate compilation of this adNote™

Issued on December 30, 2020.

Gaetano A. Sciortino, Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

Footnotes

1. The supporting materials for NTSB accident NYC93FA140 are available in the NTSB Docket at <https://dms.ntsb.gov/pubdms/search/hitlist.cfm?docketID=4323&CFID=1643539&CFTOKEN=74133c21c3cf3d72-C9941D08-5056-942C-92883A7C17DB9FF3>.

[Back to Citation](#)

2. Report No. 87-89 is available in the NTSB Docket for NTSB accident FTW87FA088 at <https://dms.ntsb.gov/pubdms/search/document.cfm?docID=475398&docketID=62694&mkey=96975>.

[Back to Citation](#)

3. Report No. 93-34 is available in the NTSB Docket for NTSB accident NYC93FA140 at <https://dms.ntsb.gov/pubdms/search/document.cfm?docID=487590&docketID=4323&mkey=38586>.

[Back to Citation](#)

4. The NTSB Aviation Accident Final Report for NTSB accident NYC93FA140 is available on the NTSB's website at <https://app.ntsb.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20001211X13212&AKey=1&RType=Final&IType=FA>.

[Back to Citation](#)

5. The supporting materials for NTSB accident ERA18FA120 are available in the NTSB Docket at <https://dms.ntsb.gov/pubdms/search/hitlist.cfm?docketID=62694&CFID=95094&CFTOKEN=b616b3892cb482f1-5B544A63-5056-942C-92C71C2E6BFF1D97>.

[Back to Citation](#)

Table 1 to paragraph (c)

Model	Serial Numbers
PA-28-151	All serial numbers
PA-28-161	All serial numbers except 2842006
PA-28-181	All serial numbers
PA-28-235	All serial numbers
PA-28R-180	All serial numbers
PA-28R-200	All serial numbers except 28R-7235151
PA-28R-201	All serial numbers except 2844029, 2844030, 2844081, 2844125, 2844136, 2844147 through 2844151, 28R-7737078, 28R-7737142, 28R-7837108, 28R-7837125, and 28R-7837257
PA-28R-201T	All serial numbers
PA-28RT-201	All serial numbers
PA-28RT-201T	All serial numbers
PA-32-260	All serial numbers
PA-32-300	All serial numbers
PA-32R-300	All serial numbers
PA-32RT-300	All serial numbers except 32R-7985004
PA-32RT-300T	All serial numbers

(See page 4)



360 Victory Aviation

Manufacturer: Piper
Model: PA-28R-200
SER: 28R-7635034

MAINTENANCE
1987 N. Marshall Ave. Suite 109
El Cajon, CA 92020

31 MAR 2021
Tach: 6737.1
Hobbs: 3405.8
TTAF: 6737.1

This Airframe on N4389X Had AD 2020-26-16 Wing Spar Inspection Complied With By N.D.T. Inspection.
Replaced New Outboard Wing Bolts P# AN176-13A and Nuts P# MS21042-6 I.A.W. Piper Service Bulletin# 1345.
Replaced I.A.W. Piper Service Manual Section 2D9.
Test Flight is Satisfactory.

I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE WITH RESPECT TO THE WORK PERFORMED.

Date: 31 MAR 2021
Victor Avalos A&P3815467IA

Signed: _____

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: July 1, 2021 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
Tach: 6841.0 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Installed new (owner supplied) nose tire P/N: 06-07700 with new (owner supplied) inner tube P/N: 06-00755 and filled to proper tire pressure. Installed new (owner supplied) L/H side tire P/N: 06-07900 with new (owner supplied) inner tube P/N: 06-00754 and filled to proper tire pressure. Installed new (owner supplied) left and right brake linings P/N: 066-10500. Installed new O-ring on both left and right brake calipers P/N: MS28775-222 and bled brakes as required. Complied with FAR 91.207 D 12 month ELT test BATT EXP: September/2022. Complied with A.D 2015-19-07 fuel injector and fuel lines inspection (E)(1)(ii). Complied with A.D 99-24-10 Standby vacuum system inspection (B)(1),(C)(2). A.D 76-07-12 Ignition switch inspection (1)(a)(b)(c). All work was performed in accordance with all current applicable service manuals. I certify this airframe has been inspected IAW FAR Part 43 Appendix D with a 100 hour inspection and was determined to be airworthy at this time and return to service.

Jerman Isac Ramos

Jerman Isac Ramos
END

A&P: 3818250

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA / BEECHCRAFT SERVICE CENTER

Date: 7/1/21 N#: N4389X S/N: 28R-7635034
Tach: 6841.0 hr TT: 6841.0 hr TTSMOH:

This Aircraft has been inspected IAW FAR Part 43 Appendix D. using Current Aircraft Maintenance Manual as a guide to complete an Annual Inspection, and was determined to be in an airworthy condition at this time.

IA3467663

END

TOTAL-Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TAC REC MI T
		TO

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA / BEECHCRAFT SERVICE CENTER

Date: 3/15/22 N#: N4389X S/N:
Tach: 7194.0 hr TT: TTSMOH:
Installed owner supplied 8120-G S/N 229270-229271 electric fuel pump
from Weldon W.O.# 74701/104425-3

[Signature]

END

AP3467663



360 Victory Aviation

Manufacturer: Piper
Model: PA-28R-200
SER: 28R-7635034

MAINTENANCE
260 Euclid Ave
San Diego, CA 92114

01 AUG 2022
Tach: 7,345.9
Hobbs: 4,092.6
TTAF: 7,345.9

This Airframe on N4389X Was Inspected I.A.W. Piper Maintenance Manual Checklist.
Replaced Cowling Front Grommet P# MC69790-00, Adjusted Nose Steering System Replaced Steering Nut P# AN320-6,
Replaced Both Nose Bearing P# 08125 and Both Nose Wheel Races P# 08231, Adjusted Nose Gear Play, Shimmed, Greased.
Replaced Following: Nose Castle Nuts P# AN310-5, Bolt P# AN7-32, Bearing P# CA67026-011, Nut P# 404-124,
Bushing P# CA65003-045, Bushing P# CA67026-007, Bolt P# NAS6605D46, Replaced Both Brake Disc P# 164-2000,
Brake Lining Kit P# RA066-10500-4K, L/H Tire Good Year Flight Special II P# 606C61B1, Adjusted Play on MLG.
Cleaned Fuel Bowl Replaced Gasket P# CA462-049, and Screen P# 486-293,
Replaced Hartzell Alternator Bracket P# 07-17782, Adjusted Alternator Tension; Air Filter Element P# BA-10.
Tested ELT As Per (FAR 91.413 Appendix F) ELT Checked for Signal Strength and "G" Switch Function
As Per (FAR 91.207); Found to Comply with Requirements. Test Due @ 08/23 Battery Replaced Next Due @ 09/24.
Ground Run is Satisfactory. Test Flight is Good.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN **ANNUAL INSPECTION** AND WITH CURRENT
MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE
WITH RESPECT TO THE WORK PERFORMED.

Date: 01 AUG 2022
Victor Avalos A&P38154671A

Signed: *[Signature]*



360 Victory Aviation

Manufacturer: Piper
Model: PA-28R-200
SER: 28R-7635034

MAINTENANCE
260 Euclid Ave
San Diego, CA 92114

07 AUG 2022
Tach: 7,350.9
Hobbs: 4,098.8

This Airframe on N4389X Had Replaced Nose Gear Down Limit Switch P# CA411-003
and Serviceable Tab; Adjusted and Replaced I.A.W. Piper Maintenance Manual.
Ground Ops Check is Satisfactory. Test Flight is Good.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED OR REPAIRED IN ACCORDANCE WITH CURRENT
MAINTENANCE RULES OF 14 CFR IT IS FOUND TO BE IN AN AIRWORTHY CONDITION AND IS APPROVED RETURN TO SERVICE
WITH RESPECT TO THE WORK PERFORMED.

Date: 07 AUG 2022
Victor Avalos A&P38154671A

Signed: *[Signature]*

TOTAL-Carry forward to next page

1. Approving Civil Aviation
Authority/Country:
FAA/UNITED STATES

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

CLH 02423

5. Work Order/Order/Invoice
Number:
74701/104425-3

4. Organization Name and Address:

Weldon Pump 640 Golden Oak Parkway, Oakwood Village, Ohio 44146 (PQ2411CE)

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work
1	PUMP-MOTOR ASSEMBLY	8120-G	-2-	229270-229271	NEW

12. Remarks:

- AIRWORTHINESS APPROVAL - ARTICLE.
-DRAWING # 8120-G TITLE: PUMP-MOTOR ASSEMBLY REV.: H

13a. Certifies the items identified above were manufactured in conformity to:

- ☒ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 12.

13b. Authorized Signature:

Cheryl L Harris

13c. Approval/Authorization No.:

PQ2411CE

13d. Name (Typed or Printed):

31/AUG/2021

CHERYL L HARRIS

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the engine/propeller/article.

Where the user/installer performs works in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

DATE

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA / BEECHCRAFT SERVICE CENTER

Date: 8/15/22 N#: N4389X S/N:
Tach: 7356.1 hr TT: TTSMOH:

Installed new nose gear up and down micro switch's tab / clip 67752-002
Installed new nose gear down micro switch actuator lever
Jack aircraft and adjust tab / clip

[Signature] AP3467663
-----END-----

FORMING WORK

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: July 05, 2023 N#: 4389X Model: PA-28R-200 S/N: 28R-7635034
Tach: 7641.6 Hobbs: 4426.7 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Installed (owner supplied) r/h main tire and inner tube P/N: 072-315-0 and P/N: GL-6020B and filled to proper tire pressure. Installed new brake linings to r/h brake caliper P/N: 066-10500, installed new O-ring P/N: MS28775-222 to r/h brake caliper and bled r/h brake system as required. Performed operational check and was found to be satisfactory at this time. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos

[Signature]
-----END-----

A&P: 3818250

respc

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De
Ce
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Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: October 24, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5526.6 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Removed autopilot roll servo P/N: 1C363-1-183R S/N: 14614A and marked autopilot "inop". All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos



A&P: 3818250

-----END-----

Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA / BEECHCRAFT SERVICE CENTER

Date: 11/9/18 N#: N4389X S/N:
 Tach: 5542.8 hr TT: TTSMOH:

Installed owner supplied 4111810 S/N FA290A overhauled alternator from Falcon Aero W.O.# 3001



AP3467663

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Advanced Aircraft Service
8622 Gibbs Dr.
San Diego, CA. 92123
858-560-7599 Fax 858-560-7507
CESSNA SERVICE CENTER

Date: December 6, 2018 N#: 4389X Model: PA28R-200 S/N: 28R-7635034
 Tach: 5579.9 Engine Model: IO-360-C1C Engine Serial: RL-36208-51E

Installed owner supplied overhauled autopilot roll servo P/N: 1C363-1-183R S/R: 14614A. All work was performed in accordance with all current applicable service manuals. I certify the work accomplished to be airworthy at this time and return to service.

Jerman Isac Ramos

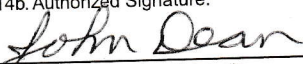
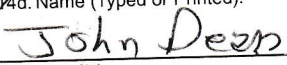


A&P: 3818250

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SUB-TOTAL this page

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1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number SH18-32597	
4. Organization Name and Address: FAA CRS #CM2R747K HANGAR 23, TULSA INT'L AIRPORT • TULSA, OKLAHOMA 74115				5. Work Order/Contract/Invoice Number: Same #3	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Roll servo	1C363-1-183R	1	14614 A	Overhauled
12. Remarks: Reference attached service shop report for work performed.					
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12		
<input type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:	
				 CM2R747K	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):	
				 29/Nov/2018	
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.					
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.					
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					

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