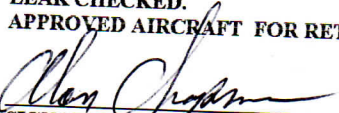
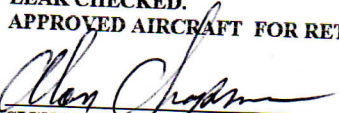


## INSPECTION & MAINTENANCE RECORD

| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO.  |
|------|------------|---|
|      |            | <p>MODEL PIPER NAVAJO<br/> SERIAL<br/> HOBBS</p> <p>DATE 2/11/06<br/> N# 174BH<br/> TACH TIME</p> <p>REMOVED EHAUST ELBOW, ELBOW REPAIRED BY AERSPACE<br/> WELDERS WO#92700. INSPECTED UPPER AND LOWER CLAMPS<br/> PER AD 82-16-05 R1. UPPER CLAMP CRACKED. LOWER CLAMP<br/> SERVICEABLE. REPLACED UPPER CLAMP WH 1305834-10.<br/> REINSTALLED DUCT AND CLAMPS IAW PIPER MANUAL AND<br/> AD 82-16-05 R1. REINSPECTION DUE IN 100 HRS. RUNUP AND<br/> LEAK CHECKED.<br/> APPROVED AIRCRAFT FOR RETURN TO SERVICE.</p> <p><br/> SIGNATURE A&amp;P 2020534</p> <p>2-27-06<br/> DATE</p> |

## INSPECTION & MAINTENANCE RECORD

| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO.  |
|------|------------|---|
|      |            | <p>MODEL PIPER NAVAJO<br/> SERIAL<br/> HOBBS</p> <p>DATE 2/11/06<br/> N# 174BH<br/> TACH TIME</p> <p>REMOVED EHAUST ELBOW, ELBOW REPAIRED BY AERSPACE<br/> WELDERS WO#92700. INSPECTED UPPER AND LOWER CLAMPS<br/> PER AD 82-16-05 R1. UPPER CLAMP CRACKED. LOWER CLAMP<br/> SERVICEABLE. REPLACED UPPER CLAMP WH 1305834-10.<br/> REINSTALLED DUCT AND CLAMPS IAW PIPER MANUAL AND<br/> AD 82-16-05 R1. REINSPECTION DUE IN 100 HRS. RUNUP AND<br/> LEAK CHECKED.<br/> APPROVED AIRCRAFT FOR RETURN TO SERVICE.</p> <p><br/> SIGNATURE A&amp;P 2020534</p> <p>2-27-06<br/> DATE</p> |

# INSPECTION & MAINTENANCE RECORD

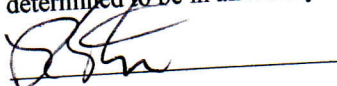
| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO. |
|------|------------|--|
|------|------------|--|

Model: TIO-540-F2BD  
Serial: L-2298-68A  
Hobbs: 16.8  
TSOH: 1631.40

Date: 30 July 2009  
N174BH  
TT: 6421

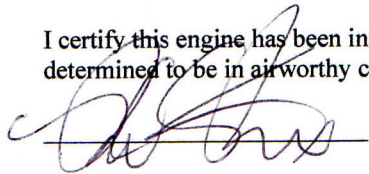
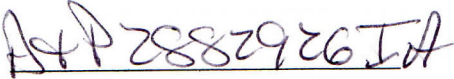
RT engine inspection completed per the Piper Navajo inspection checklist. Compressions #1 74 #2 75 #3 70 #4 75 #5 75 #6 75. Changed oil & filter. Serviced with 10 qts Aeroshell 15W50. Filter CH48103. Cut old filter. No metal found. Cleaned and gapped plugs. Complied with fuel pump torque check. Checked mag to engine timing. Washed engine compartment. Complied with fuel injector line inspection. Run up and leak checks ok.

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



AHP2882926TA

## INSPECTION & MAINTENANCE RECORD

| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO.  |
|------|------------|---|
|      |            | Model: TIO-540-F2BD<br>Serial: L-2298-68A<br>Hobbs: <del>3067.30</del> 10.0<br>TSOH: 1624.60  |
|      |            | Date: 16 July 2008<br>N174BH<br>TT: 6414.20   |
|      |            | RT engine inspection completed per the Piper Navajo inspection checklist.<br>Compressions #1 74 #2 76 #3 62 #4 75 #5 75 #6 78. Changed oil & filter. Serviced with 10 qts Aeroshell 15W50. Filter CH48108. Cut old filter. No metal found. Cleaned and gapped plugs. Complied with fuel pump torque check. Checked mag to engine timing. Washed engine compartment. Complied with fuel injector line inspection. Run up and leak checks ok. |
|      |            | I certify this engine has been inspected in accordance with an annual inspection and was determined to be in air worthy condition.  |
|      |            |    |

## INSPECTION & MAINTENANCE RECORD

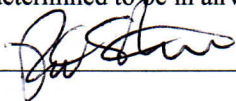
| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO. |
|------|------------|--|
|------|------------|--|

Model: TIO-540-F2BD  
Serial: L-2298-68A  
Hobbs: 3067.30  
TSOH: 1614.60

Date: 12 July 2007  
N174BH  
TT: 6404.20

RT engine inspection completed per the Piper Navajo inspection checklist.  
Compressions #1 74 #2 74 #3 66 #4 75 #5 75 #6 75. Changed oil & filter. Serviced  
with 10 qts Aeroshell 15W50. Filter CH48108. Cut old filter. No metal found.  
Tightened #2 cylinder EGT probe. Replaced deteriorated adel clamps on freon line and  
fuel wire bundle. Checked timing. Run up and leak checks ok.

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



A4P2582926IA

**RANGER AVIATION ENTERPRISES, INC.**

P. O. Box 61010, Mathis Field (SJT)  
San Angelo, Texas 76906-1010 (915) 949-3773

10 JULY 1998

N174BH

Piper PA 31-325

S/N 31-7612038

Sealed cabin windows using PR 1440 B1/2 Sealant. All flight control surfaces were removed, de-painted, painted, static balanced after paint and reinstalled IAW the Piper Service Manual. Weighed aircraft after paint. (See weight & balance).

*Gordon D. Bennett*  
Gordon D. Bennett AP456927714

**RANGER AVIATION ENTERPRISES, INC.**

P. O. Box 61010, Mathis Field (SJT)  
San Angelo, Texas 76906-1010 (915) 949-3773  
FAA APPROVED REPAIR STATION NO. RE9R864J

10 JULY 1998

N174BH

Piper PA 31-325

S/N 31-7612038

Aircraft was depainted with Turco 6776-LO stripper, metal prepped and alodined with Dorado Kote 1 conversion coating. Aircraft was primed with AlumiGrip S9001 Chromated Epoxy Primer, and AlumiGrip G8005 Primer Surfacer. Base was painted with AlumiGrip Matterhorn White G8003. Stripes are painted with Alumigrip Navy Blue, G5001 and Sunfast Red G7214. Installed PM Research Radome boot.

Interior refurbished with 6568 Napoleon Blue wool carpet from Glen Eden. Seats, side panels were covered with BB-61 Royal Blue Vinyl from Mosehart Schleeter and 2000 Gazelle fabric from J. P. Marion. Headliner covered with US 394 Adobe White Vinyl from Mosehart Schleeter. All materials used meet FAR 25.853 par a, Flammability Standards for Materials.

*Gordon D. Bennett*

**RANGER AVIATION ENTERPRISES, INC.**

SAN ANGELO, TEXAS

FAA CRS RE9R864J

THE WORK PERFORMED ON THIS AIRCRAFT HAS BEEN  
INSPECTED IN ACCORDANCE WITH CURRENT MAINTENANCE  
RULES OF THE FEDERAL AVIATION REGULATIONS AND  
IS APPROVED FOR RETURN TO SERVICE

INSP.

DATE JULY 10 1998

W.O. # P-116 &amp; I-115

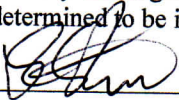
**RECORD****- 91.217**

DN - STATUS &amp; DISCREPANCY LIST

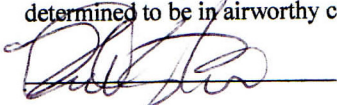
APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

67

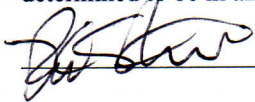
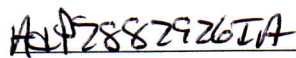
## INSPECTION & MAINTENANCE RECORD

| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO.  |
|------|------------|---|
|      |            | <p>Model: TIO-540-F2BD                      Date: 30 July 2009</p> <p>Serial: L-3945-61A                      N174BH</p> <p>Hobbs: 16.8                      TT: 6421</p> <p>TSOH: 1631.40</p> <p>LT engine inspection completed per the Piper Navajo inspection checklist. Compressions #1 75 #2 79 #3 78 #4 78 #5 78 #6 70. Changed oil &amp; filter. Serviced with 10 qts Aeroshell 15W50. Filter CH48103. Cut old filter. No metal found. Cleaned and gapped plugs. Complied with fuel pump torque check. Checked mag to engine timing. Washed engine compartment. Complied with fuel injector line inspection. Replaced blast tube on left aft baffle. Run up and leak checks ok.</p> <p>I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> <p> _____</p> <p><u>AP2882922 TA</u></p> |

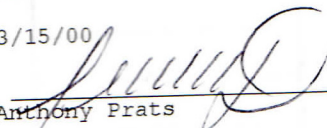
## 47

| DATE | TOTAL TIME  | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO. |
|------|---|--|
|      | Model: TIO-540-F2BD<br>Serial: L-3945-61A<br>Hobbs: 10.0<br>TSOH: 1624.60   | Date: 16 July 2008<br>N174BH<br>TT: 6414.20                    |
|      | LT engine inspection completed per the Piper Navajo inspection checklist. Compressions #1 72 #2 74 #3 78 #4 76 #5 76 #6 76. Changed oil & filter. Serviced with 10 qts Aeroshell 15W50. Filter CH48108 Cut old filter. No metal found. Cleaned and gapped plugs. Complied with fuel pump torque check. Checked mag to engine timing. Washed engine compartment. Complied with fuel injector line inspection. Run up and leak checks ok. |  |
|      | I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.<br><br>A+P 2882926   |  |

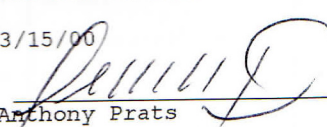
## INSPECTION & MAINTENANCE RECORD

| DATE | TOTAL TIME | INSPECTION OR MAINTENANCE PERFORMED — AGENCY & CERTIFICATE NO.  | DATE |
|------|------------|---|------|
|      |            | <p>Model: TIO-540-F2BD                      Date: 12 July 2007</p> <p>Serial: L-3945-61A                      N174BH</p> <p>Hobbs: 3067.30                      TT: 6404.20</p> <p>TSOH: 1614.60</p> <p>LT engine inspection completed per the Piper Navajo inspection checklist. Compressions #1 74 #2 74 #3 75 #4 77 #5 72 #6 75. Changed oil &amp; filter. Serviced with 10 qts Aeroshell 15W50. Filter CH48103. Cut old filter. No metal found. Replaced upper tail pipe &amp; clamp. Replaced sleeve over fuel control cable. Replaced deteriorated adel clamp. Checked timing. Run up and leak checks ok.</p> <p>I certify this engine has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> <p> _____</p> <p> _____</p> |      |

# MAINTENANCE & SERVICE HISTORY

| Date | Total Propeller Time | Time Since Overhaul | Description Of Work   | Authorized Signatures<br>Repairman and Station<br>Certificate Numbers                 |
|------|----------------------|---------------------|---|---|
|      |                      |                     | <b>LEFT PROPELLER</b><br>03/15/00<br>AIRCRAFT NO.: N174BH<br>MAKE/MODEL: HARTZELL/HC-E3YR-2ALTF<br>PROP S/N: DJ9142A  | PTT: 1108.4<br>TSO: 00.00<br>W.O.#: 9420<br><b>HOBBS 2562.0</b>                       |
|      |                      |                     | REMOVED PROP FOR OVERHAUL BY ALAMO AERO SVCICIES W/O 5760. RE-INSTALLED I.A.W. PA 31-325 MAINT. MANUAL. REMOVED & REPLACED DE-ICE BRUSHES WITH NEW P/N RA1543-4. OPS OK. C/W ANNUAL INSPECTION ON PROP. AND ACCESSORIES, NO FAULTS FOUND.   |   |
|      |                      |                     | THIS PROPELLER IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF REPAIRS ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 9420. |   |
|      |                      |                     | DATE: 03/15/00<br>SIGNED: <br>Anthony Prats  | McCREERY AVIATION CO., INC.<br>FAA REPAIR STATION NO. CRSHLFR716E<br>McAllen TX 78503 |

# MAINTENANCE & SERVICE HISTORY

| Date | Total Propeller Time | Time Since Overhaul | Description Of Work   | Authorized Signatures<br>Repairman and Station<br>Certificate Numbers                 |
|------|----------------------|---------------------|---|---|
|      |                      |                     | <b>RIGHT PROPELLER</b><br>03/15/00<br>AIRCRAFT NO.: N174BH<br>MAKE/MODEL: HARTZELL/HC-E3YR-2ALTF<br>PROP S/N: DJ9148A   | PTT: 1108.4<br>TSO: 00.00<br>W.O.#: 9420<br><b>HOBBS 2562.0</b>                       |
|      |                      |                     | REMOVED PROP FOR OVERHAUL BY ALAMO AERO SVCICIES W/O 5760. RE-INSTALLED I.A.W. PA 31-325 MAINT. MANUAL. C/W ANNUAL INSPECTION ON PROP. AND ACCESSORIES, NO FAULTS FOUND.  |   |
|      |                      |                     | THIS PROPELLER IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF REPAIRS ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 9420. |   |
|      |                      |                     | DATE: 03/15/00<br>SIGNED: <br>Anthony Prats  | McCREERY AVIATION CO., INC.<br>FAA REPAIR STATION NO. CRSHLFR716E<br>McAllen TX 78503 |

## T. W. SMITH ENGINE CO., INC.

HANGAR #1 • LUNKEN AIRPORT • CINCINNATI, OHIO 45226

### MAINTENANCE RELEASE

The aircraft and/or component identified above was overhauled and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency.

CERTIFIED REPAIR STATION  
No. CB1R054K

Work Order No. E4279 Date: 3-7-94

Model: TIO-540-F2BD Serial No. L-3945-61A

Date Re-built 2-8-94

Total Accumulated Time 3374.6 HOURS

Signed: 

The above listed component has been overhauled and inspected, and test run as prescribed by manufacturer's specifications. All steel parts magnafluxed and non-ferric parts zyglod. No further run-in of the installation is required. List of manufacturer's bulletin and AD Notes complied with, recorded in back of logbook.

TW SMITH - 871-3500

## T. W. SMITH ENGINE CO., INC.

HANGAR #1 • LUNKEN AIRPORT • CINCINNATI, OHIO 45226

### MAINTENANCE RELEASE

The aircraft and/or component identified above was overhauled and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this agency.

CERTIFIED REPAIR STATION  
No. CB1R054K

Work Order No. E4282 Date: 3-7-94

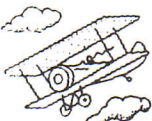
Model: LTIO-540-F2BD Serial No. L-2298-68A

Date Re-built 2-10-94

Total Accumulated Time 3374.6 HOURS

Signed: 

The above listed component has been overhauled and inspected, and test run as prescribed by manufacturer's specifications. All steel parts magnafluxed and non-ferric parts zyglod. No further run-in of the installation is required. List of manufacturer's bulletin and AD Notes complied with, recorded in back of logbook.

| DATE<br>19 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | Description of Inspections, Tests, Repairs and Alterations<br>Entries must be endorsed with Name, Rating and Certificate Number of<br>Technician or Repair Facility. (See back pages for other specific entries.)  |
|------------|---------------------------|------------------|-----------------------------|--|
|            |                           |                  |                             | <p>Red Wing Aeroplane Co.  Red Wing Muni. Airport</p> <p>A/C <u>Piper</u> Model <u>PA31-325</u> Reg. <u>N174BH</u><br/> THIS AIRCRAFT ALTIMETER, ENCODER, &amp; STATIC SYSTEM WAS<br/> INSPECTED AND TESTED I.A.W. F.A.R. 43 APPENDIX E. &amp; F.A.R. 91.411.</p> <p>Pilot ALT P/N <u>NPN</u> S/N <u>NSN</u> Test To <u>25,000'</u><br/> Co/Pil ALT P/N <u>NPN</u> S/N <u>NSN</u> Test To <u>25,000'</u><br/> #1 Encoder P/N <u>NPN</u> S/N <u>NSN</u> Test To <u>25,000'</u><br/> #2 Encoder P/N <u>ACK A-30</u> S/N <u>57576</u> Test To <u>25,000'</u></p> <p>THE A/C ATC TRANSPONDER SYSTEM HAS BEEN INSPECTED<br/> AND TESTED I.A.W. F.A.R. 43 APPENDIX F. AND F.A.R. 91.413.</p> <p>#1 Transponder <u>King</u> P/N <u>KT76A</u> S/N <u>060546</u><br/> #2 Transponder <u>King</u> P/N <u>KT76A</u> S/N <u>8354</u><br/> W/O <u>2208</u> DATE <u>7-17-08</u> TACH <u>10.6</u> SIGN <u>W. W. W. W.</u><br/> CRS# R3WR714J Hobbbs 715-594-3761</p> |

DATE

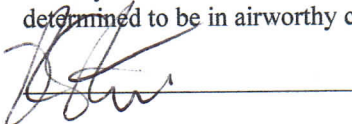
19

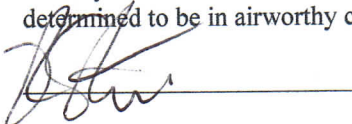
RECORDING  
TACH  
TIMETODAYS  
FLIGHTTOTAL  
TIME IN  
SERVICE

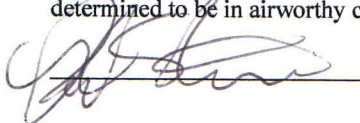
## Description of Inspections, Tests, Repairs and Alterations

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

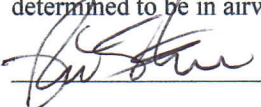
|  |       |           |                                       |     |        |
|--|-------|-----------|---------------------------------------|-----|--------|
| Unit   |       |           | Elliott Aviation of Minneapolis, Inc. |     |        |
| Airframe   |       |           | 13801 Pioneer Trail                   |     |        |
| Registration   |       |           | Eden Prairie, MN 55347                |     |        |
| N174BH   |       |           | Certificate No. KX5R005N              |     |        |
| DATE   | MFG.  | MODEL     | S/N                                   | TSO | CYCLES |
| 12/20/00   | Piper | PA-31-325 | 31-7612038                            |     | 2716-2 |
| <p>Completed Annual inspection in accordance with Piper inspection guide P/N 230-211 dated 9/15/97. Complied with 500 hour inspection of circuit breakers, wire harness and connectors as per inspection guide. Replaced both instrument inline filters. Replaced both manifold pressure guage inline filters. Due again in 500 hours. C/W 300 hour oxygen system inspection. C/W two years fuel cell inspection. C/W 500 hour fuel cell nylon cord, baffle and flapper inspection. Replaced both inbd (fwd) fuel cells with new. Lt side P/N 2F1-6-40556-10, S/N 00-09324. Rt side P/N 2F1-6-40556-09, S/N 00-69184. Both engine oil coolers flushed. Replaced left engine instrument pressure pump with overhauled unit P/N 441CC-7, S/N DK4358. C/W 5 year fuselage and wing pneumatic flex line pressure check. C/W 1000 hour inspection of inbd landing gear door hinges; no cracks noted this date. C/W Piper service letter 755 landing gear lock rod inspection and lubrication. C/W AD 99-12-05 dated 7-23-99 by inspecting elevator spars both sides no defects this date. Inspection due again 100 hours time inservice at Hobbs 2816. C/W AD93-24-02R1 elevator controls dated 2-15-94 by replacing elevator push pull tube with new part using new hardware specified in AD. Filed FAA Form 337 for Brackett induction filters previously installed. Replaced both brake discs and all brake linings left side. Resealed all brake wheel cylinders. Replaced all brake hoses in gear well with new. Replaced all oil, fuel, and hydraulic hoses in both engine compartments with new. All hoses fabricated by Omaha Airplane Supply under their W.O. # 65134 &amp; #65161. Replaced Rt outbd elevator hinge &amp; bearing with new Piper parts. Reinstalled elevator using new hardware. Replaced rear nav. Light. Replaced seals and serviced shimmy dampner. Replaced both hydraulic filters with new. Replaced all pneumatic lines in engine compartment and nacelle with new. C/W 500 hour landing gear upper bearing retaining pin and strut inspection as per SB 779B. No defects noted this date. Replaced all upper bearing retaining pins with new. Piper S.B. 860 (landing gear down lock cable) found Part I NA cables not installed. Part II NA to S/N. Piper SB 884 (safety wire turbo clamps) found P/C/W Piper SB991A (alternator out fuse) found P/C/W. Piper SB 1008 (elevator butt ribs). Inspected per Para 2, doublers installed C/W AD 82-27-13R2 flaps dated 8/18/83 Para. (a) (3) I/A/W SB494B. Checks within limits this date. Inspection due again at 2816.5 Hobbs or 6154.5 TT. C/W AD96-10-14 main gear side brace dated 6-27-96 by dye inspection. No defects noted this date. Piper SB 1041 or Airborne SL56 not applicable to P/N filters installed. Piper SB 1026 Airborne vacuum pump NA to model &amp; S/N. C/W AD 80-18-10. Fuel valve controls dated 9/8/80 as per AD no defects noted. AD due again 2816.2 Hobbs or 6154.5 TT. Replaced inbd prop de-ice brush left side. Prop de-ice slip rings repaired by Maxwell Aircraft Svcs. Next annual due by 12/31/2001.</p> <p style="text-align: center;">-----END-----</p> <p>Tach/Hour Meter: 2716.2 Total Time: 6054.5</p> <p>I certify that this Aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. Pertinent details of the inspection are on file at Elliott Aviation of Minneapolis, Inc. under:</p> <p>Work Order # 454112 Dated: 12/20/00</p> <p>Signed <u>Joe Schaefer</u> Certificate No. <u>KX5R005N</u></p> <p style="text-align: center;"><u>CRS</u></p> <p>Elliott Aviation of Minneapolis, Inc.<br/>13801 Pioneer Trail<br/>Eden Prairie, MN 55347<br/>CRS # KX5R005N</p> |       |           |                                       |     |        |

| DATE<br>19 ____ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)  |
|-----------------|---------------------------|------------------|-----------------------------|--|
|                 |                           |                  |                             | <div data-bbox="418 430 1039 525"> <div>Model: Piper PA-31-325</div> <div>Serial: 31-7612038</div> <div>Hobbs: 16.8</div> <div>Date: 30 July 2009</div> <div>N174BH</div> <div>TT: 6421</div> </div> <div data-bbox="418 550 1359 768"> <p>Annual inspection completed in accordance with the Piper Navajo inspection checklist. Cleaned and serviced battery. Cleaned LT &amp; RT fuel strainers. Leak checked leading edge device boots. Performed extension &amp; retraction test and emergency extension test. Lubricated landing gear. Tested ELT per FAR 91.207. Complied with Heater decay check and fuel regulator inspection. Replaced cam lock fasteners in heater access cover. Hobbs meter replaced at 3067.30 hobbs or 6404.20 TT use these times to calculate current engine, prop and aircraft total times</p> </div> <div data-bbox="418 793 1367 861"> <p>I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> </div> <div data-bbox="406 831 756 953">  </div> <div data-bbox="906 865 1318 919"> <p><u>A4P7882926 IA</u></p> </div> |

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|-----------------|---------------------------|------------------|-----------------------------|--|
|                 |                           |                  |                             | <div data-bbox="396 810 984 898"> <p>Model: Piper PA-31-325                      Date: 16 July 2008<br/> Serial: 31-7612038                      N174BH<br/> Hobbs: 3077.30                      TT: 6414.20</p> </div> <div data-bbox="396 924 1294 1100"> <p>Annual inspection completed in accordance with the Piper Navajo inspection checklist. Cleaned and serviced battery. Cleaned LT &amp; RT fuel strainers. Leak checked leading edge device boots. Performed extension &amp; retraction test and emergency extension test. Lubricated landing gear. Replaced ELT battery. Tested ELT per FAR 91.207. Complied with Heater decay check and fuel regulator inspection. Pitot static and transponder test complied with. Complied with rudder torque tube inspection.</p> </div> <div data-bbox="396 1125 1286 1184"> <p>I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> </div> <div data-bbox="354 1163 711 1285">  </div> <div data-bbox="834 1173 1266 1251"> <p>APP 2882926IA</p> </div> |

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| DATE<br>19____ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | <b>Description of Inspections, Tests, Repairs and Alterations</b><br>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)   |
|----------------|---------------------------|------------------|-----------------------------|---|
|                |                           |                  |                             | <p>Model: Piper PA-31-325                      Date: 12 July 2007</p> <p>Serial: 31-7612038                      N174BH</p> <p>Hobbs: 3067.30                      TT: 6404.20</p> <p>Annual inspection completed in accordance with the Piper Navajo inspection checklist. Cleaned battery box, serviced battery, replaced nose wheel bearings, repacked main wheel bearings. Accomplished 100 hr flap transmission inspection and 100 hr flap actuator cable inspection. Ok for continued service. Tightened transponder antenna mounting nut. Lubricated pulleys and hinge points per the Piper Navajo service manual. Changed LT &amp; RT hydraulic filters. Accomplished boroscope inspection of rudder and elevator. Replaced LT low fuel flow time gated relay. Cleaned LT &amp; RT fuel strainers, leak checked leading edge device boots. Performed extension &amp; retraction test and emergency extension test. Tested ELT per FAR 91.207.</p> <p>I certify this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.</p> <p>                      <u>AdP 2882926 JIA</u></p> |

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## DATE

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Date: 12/30/02

N# N174BH

A/C Hobbs: 3006.8

A/C TT: 6345.1

Heater Hobbs: 1886.6

Prop TT: 6345.1

TSOH: 457.9



Elliott Aviation of Des Moines, Inc.  
2800 McKinley Avenue  
PO Box 35250  
Des Moines, IA 50315-0303  
FAA # CRS JEMR166F

AIRFRAME LOG ENTRY

1. Completed an Annual inspection using Piper Navajo approved inspection form.
2. C/W PIPER AD 82-27-13 R2, effective 08/18/83, Inspected flap transmission jackscrews for wear; none detected at this time. Due again in 100 hours.
3. C/W PIPER AD 99-12-05, effective 07/23/99, by inserting both elevator spars in accordance with PIPER SB 998A dated 08/04/97. Inspection due again in 100 hours.
4. C/W PIPER AD 80-18-10, effective 09/08/80, by inspecting fuel selector valve cables per Paragraph (b)(1)(2) and PIPER SB 507 dated 11/10/76. Inspection due again in 100 hours.
5. C/W LYCOMING AD 93-02-05, effective 06/14/93. Visually inspected fuel injector lines in accordance with LYCOMING SB 342B; no discrepancies of the support clamps or fuel lines were detected at this time. Inspection due again in 500 hours.
6. Installed new bushings, P/N 453-735, in nose gear lower drag brace.
7. C/W 300 hour oxygen system inspection.

I certify this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. Pertinent details are on file at this agency under

WO# 374358

Signed *[Signature]*

for Elliott Aviation of Des Moines, Inc. CRS JEMR166F

END

19\_\_\_\_\_

**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.)

07-17-07 - AIRCRAFT Hobbs 10.6 - HEATER Hobbs  
1933.5 - C/W A.D 04-21-05 PRESSURE DECAY  
TEST AND OPERATIONAL TEST OF COMBUSTION AIR  
P.S.I SWITCH (HEATER MODEL B 3040) - FIX -  
COMPLETED TEST I/A/W A.D 04-21-05 - ALL TESTS PASSED  
SUCCESSFULLY.

THE AIRCRAFT, AND/OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION. ORG # R00W7144

W.O.# 2208 DATE 07-11-08  
 FROM Robert Cornejo FBI WFO ASST. DIR. OF