

Logbook # 6
VOL I-II are US log.

AIRCRAFT

1. Nationality and Registration C-GVAG
2. Manufacturer's Designation PA 31-350
3. Manufacturer's Serial Number 31-7305018
4. Type Approval or Specification Number A8EA (A2050)
5. Date of Manufacture 1973
6. Aircraft Inspection Cycle CAR^{STD} 625 appendix B Part 1
and appendix C as applicable.

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <u>NOTE:</u> USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →	LOGBOOK ENTRIES BROUGHT FWD FROM US LOGS				

Airframe Logbook Entry

N710BE

Model: Piper PA-31-350

S/N: 31-

Date: February,23,2012

Hobbs: 28.2

Total Time: 5376.0

Removed nose gear trunnion and braces send for NDT to AEROSPACE MAINTENANCE SUPPLIES & SERVICES, P/N, 45315,45313,45317,45319 No crack found see attach report. check nose gear attach point for crack or distortion, and dye penetrant no crack found.

Installed new tire and inner tube, tire P/N 6.006 S/N1186S00147

Replaced nose gear wheel accordance with S/B 700A P/N installed 40-140 AD 97-07-03
Is considered terminating action. Installed nose gear trunnion and braces in accordance with
PA-31-350 service manual revision September- 25-1986 page 3E16 to 3E22 figure 32-7 to 32-
10 performed gear retraction accordance to service manual page 3f4 and 3f5 and it has been
found in an airworthy condition .serviced syt. With hydraulic fluid 5606. Replaced brake disc
linings and caliper seal, bleed brakes check for leak no leak found, installed new battery P/N
G246 S/N G02695162

LA 267990065

AEF DC

			FEB 23/2012 L&K PROPELLORS
			AERO HOSE IN ²⁰⁰¹⁵⁻¹ OVERHAULED. ALL ENGINE
			²⁰⁰¹⁵⁻¹ COMPARTMENT FUEL & PIC
			HOBBS REPLACED SEE
			ENGINE & PROPELLOR LOGS
			FOR ENTRIES. EDWARD M 119310

PERFORMED STATIC PRESSURE SYSTEM, ALTIMETER INSTRUMENT, ATC TRANSPONDER
AND AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEMS TEST AND INSPECTION
U/A/W FAR 43 APPENDIX E AND F. ALL TEST MEET REQUIREMENTS OF FAR 91.411 AND

DATE: 02/23/18
13727402

PA-1
LPA

3-8203

CASE LEAD. OK		HYSTERESIS		
ALTIMETER 17	SCALE ERROR	ALTIMETER 17	UP-READING	DOWN- READING
-1000	-5			
0	-5			
500	0			
1000	0			
1500	0			
2000	0			
3000	+10			
4000	+10			
5000	+10			
6000	+10			
8000	0			
10000	0			
12000	+5			
14000	+15			
16000	+15			
18000	+20			
20000	+40			
22000	+60			
25000	+40			
30000	+20			
35000	0			
40000	0			
45000	0			
50000	0			

BARO SCALE ERROR		AFTER EFFECT OK	
28 10	28 50	OK	OK
28 50	29 00		
29 00	29 50		
29 50	30 00		
30 00	30 50		
30 50	31 00		
31 00	31 50		
31 50	32 00		
32 00	32 50		
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Tested in compliance with FAA Regulations FAR Part

43, Appendix E

$$\begin{array}{r} 20,000 \\ 111 + 200 \end{array}$$

AVIAIRONICS, LLC.
FAA CERTIFIED REPAIR STATION No. ZVNB6901

14532 SW 129th St, Miami, Florida 33186

井 PH: (305) 303-8203

ENGINEERING RECORD

1

INSPECTION, REPAIRS & REPLACEMENT TRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
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Entry out of order

CENTRAL AERO

(705)722-6209

Piper PA31-350

S/N: 31-7305018

TTAF:

N710BE
March 17, 2012
WO#12-P08

- Pneumatic de-ice boots treated with PBS boot prep and sealant, ground checked - serviceable
- Installed new Ty-Wraps on prop blades to secure de-ice boots (6) P/N 2-80307-9
- Propeller de-ice timer checked - serviceable, system leads checked - serviceable, corrected wiring to de-ice boots - ground checks are satisfactory
- LH and RH low boost pump circuit breakers placarded as required
- Flight hobbs switch and panel removed, disassembled, cleaned and lubricated. Assembled with new hardware - switch function is normal
- Battery on co-pilot clock replaced with new, corrosion cleaned on battery contacts for function
- Overhead switch lights checked - functional, dimming is normal
- Map lights adjusted to point down
- Air conditioning knob tightened up
- Both throttles marked at 19"Hg on ground run, gear warn switches adjusted to marks - flight check required
- Aircraft jacked, gear lubed with Shell 22, rollers oiled. Gear cycled 4x - no faults. Adjusted nose gear doors for better fit.
- Flap and trim position indicator ground wires traced and contact cleaned. Cleaned filing debris from under pedestal and around indicators as possible - indicators functioning OK
- Rear seat headrest inner support fabricated and installed. Non-critical component fabricated IAW AC 43.13-1B ch 4-50 to 57.
- Janitrol system thermostats checked, system ducting checked to spar - no faults
- Previous repair to Janitrol air inlet control disassembled, reversed and re-assembled. Control cable removed, freed up, lubricated and reinstalled - inlet control function is normal
- Lower entry door assist handle installed as supplied
- Upper entry door cracked at hinge attach - door adjusted as possible for better fit
- Heated window element plastic cover replacement pending sourcing
- Bulged exhaust risers on RH bank of each engine (1 on each) - risers on order
- Repairs to be carried out on empennage boots (repair kit on order)
- Rear door cable replacement pending receipt of parts
- RH EGT probe tested faulty - part on order
- LH idle mixture leaned, LH pressure increased - fuel flow adjustments following repair of EGT indicator
- Engine idles affected by use of low boost pumps - RH low boost pump is noisy but functional
- Taxi checks on instruments normal
- Engines ground run, pneumatic and hydraulic pumps checked - engine parameters are normal, all checks satisfactory

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

Entry out of order

CENTRAL AERO

(705)722-6209

Piper PA31-350

S/N: 31-7305018

TTAF: 55.5 flight hobbs

N710BE
May 2, 2012
WO#12-P08.23

- LH exhaust RH riser assembly replaced with new AWI P/N A16825 S/N 21424, installed with new gaskets (6) P/N SL15619
- RH exhaust RH rear riser replaced with used serviceable unit from LH engine, installed with new gaskets (6) P/N SL15619
- RH starter disassembled, drive cleaned and lubricated with Silicone lubricant, motor cleaned and visually checked, brushes at half life, commutator undercut and unit reassembled. Function checked - serviceable.
- Re-soldered wires at gear door solenoid switch, switch adjusted per MM.
- Landing gear lubricated with Shell 22
- Aircraft jacked and gear cycled as needed for troubleshooting. Successful gear swings x5 following repairs.
- Upper cabin entry door replaced with used serviceable unit removed from N80HF
 - Prepped and painted with colour match polyurethane paint
 - Door seal replaced P/N 187 527
 - Wire for door ajar annunciator fitted with knife connectors
 - Installed and adjusted as needed
- Rear executive tables removed and repaired, repairs painted with spar varnish
- EGT gauge calibrated

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	LOGBOOK ENTRIES BROUGHT FWD FROM US LOGS				

CENTRAL AERO

(705)722-6209

N710BE

June 25, 2012

WO#12-P238

Piper PA31-350

S/N: 31-7305018

TTAF: 56.3 Flight Hobbs

5404.2 TTAF

- > Both props re and re IAW manufacturers recommendations to facilitate engine replacements
- > LH engine removed TIO-540-J2BD S/N L-2504-61A and replaced with factory OH'd S/N L-7980-61A IAW Piper PA31-350 MM section 8 and related Lycoming Service Instructions
- > RH engine removed LTIO-540-J2BD S/N L-656-68A and replaced with factory OH'd S/N L-1441-68A IAW Piper PA31-350 MM section 8 and related Lycoming Service instructions
- > All engine accessories not supplied with engines transferred to new installations
- > RH starter replaced with new P/N MHB4014R
- > All engine vibration isolators replaced with new (8) P/N J9613-29
- > Both engine mounts had paint removed by abrasive blast, visual inspection carried out IAW AC43.131B Chapter 5-18 sections a to f - no faults found. Primed both with Epoxy primer and installed
- > Oil coolers, engine hoses, props and governors flushed prior to installation
- > Baffle repairs carried out on engine baffles as needed IAW AC43.131B Chapter 4-59
- > Baffle seal replaced as needed in RH nacelle
- > SCAT ducting replaced as needed
- > Both engines serviced with 10L AeroShell W100
- > Ignition harnesses installed IAW DWG LB-3407 rev32
- > Lycoming SI1014M oil recommendations carried out - Both engines serviced with AeroShell W100
- > Lycoming SI1472 removal of preservation oil carried out per SI instructions and Lycoming Form No. 2394(7-02)
- > Lycoming SI1187J turbo density controller adjustment carried out per SI instructions
- > AD 93-23-13 baffle seals C/W - all seals in place
- > AD 2011-26-04 externally mounted fuel injection lines C/W - installations IAW MSB342F following work performed relating to engine installations
- > EGT gauge replaced with used serviceable unit from N80HF
- > RH TIT probe replaced P/N P-114
- > Hydraulic power pack assembly replaced with used serviceable P/N OAS2930-5 from N7511L
- > Aircraft jacked, hydraulic system topped up and bled with M-H5606, landing gear cycled 5x - no faults
- > LH voltage regulator adjusted for proper output
- > Dual inspection of engine controls carried out
- > **ENGINE COMPARTMENT HOSES TRANSFERRED (ENGINE HOSES FROM CYC)**

CONTROL SYSTEMS AFFECTED HAVE BEEN INSPECTED FOR CORRECT INSTALLATION, RANGE OF MOVEMENT, SAFETY AND SENSE OF OPERATION

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

- > Test flight required to carry out Lycoming SI1427B engine break in and determine satisfactory engine performance and flight check functionality of landing gear retraction system

CENTRAL AERO

(705)722-6209

N710BE

October 1, 2012

WO#12-P73

Piper PA31-350

S/N: 31-7305018

TTAF: 100.5 Flight Hobbs

5448.4

- > RH Differential Compression: 1.76/80 2.75/80 3.76/80 4.76/80 5.76/80 6.76/80
- > LH Differential Compression: 1.76/80 2.76/80 3.77/80 4.77/80 5.77/80 6.77/80
- > Oil changes carried out on both engines. Serviced each with 10L AeroShell W100plus.
- > Oil filters replaced on both P/N CH48103-1. Interior of filters checked - no contaminants found
- > Both vacuum pumps replaced: LH off 441CC S/N 141263 on AA441CC-7 S/N 968605. RH off 442CW-6 S/N 124832 on AA442CW-6 S/N 968303.
- > Replaced all brake linings LH (6) P/N 066-03300, RH (6) P/N RA66-33. Brake conditioning carried out.
- > Both brakes bled with M-H5606 and reservoir level adjusted accordingly
- > Replaced cowl fasteners where needed (4) P/N 487 704 & (1) 487 728, washers installed where needed for more secure fit.
- > Engines ground run and leak checked - all parameters are normal, no leaks on engines

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

CARRIED FORWARD

CENTRAL AERO

(705)722-6209

Piper PA31-350

S/N: 31-7305018

TTAF: 103.6 Flight Hobbs

5451.5

N710BE
October 29, 2012
WO#12-P76

- Annual inspection carried out in accordance with FAR 91 requirements with reference to Piper checksheets
- Both engine induction filters replaced (2) P/N BA7
- Both engine crankcase vent installations corrected per IPC figure 79
- RH alternate air cable replaced P/N 554-181
- All turbo charger insulating blankets replaced with new (2 each) P/Ns 6-727341-3, -5, -7.
- All turbo charger band clamps safetied IAW SB884
- LH propeller pressure adjusted as needed
- Both props lubricated and dressed.
- Propeller deice boots re-glued at roots using 3M 1300L
- Spinners spaced IAW Hartzell Propeller Owner Manual 115N figures 3-12 & 3-13. Both spinners installed with new plastic washers at base screws.
- Hydraulic filters replaced on both engines (2) P/N AN6235-1A, flange o-rings replaced (2) P/N MS28775-217
- Pneumatic lines in both engine compartment replaced P/Ns 565-279, 565-278 & (2) 565-268
- Replaced duct line from firewall to pneumatic duct aft of each nacelle replaced using SCEET-5
- Pneumatic filters replaced (2) P/N RA114-6
- Relief filter for instrument pressure replaced P/N RA-B-3-5-1
- All fuel caps placarded for grade and quantity
- Fuel strainers lower seals replaced (2) P/N 751-898
- Co-pilot seat belt/shoulder harness attach bushing replaced P/N S2237-3
- All brake cylinders re and re for cleaning/replacement of o-rings (4 each) P/Ns MS28775-116, -012, -115, -008, and washers (4) AN960-3
- Brake system bled with M-H5606
- Aileron trim rod end bearing replaced P/N 452-334
- Outboard gear door attach bearings replaced (8) P/N 452-441. Attach hardware replaced as needed.
- Doubler patch fabricated and installed on bulkhead in LH wheel well IAW applicable sections of AC43.13, affected area and patch primed with epoxy primer prior to final assembly.
- Airframe treated with ACF50 anti-corrosion treatment.
- Battery re and re for service - charge cycle and electrolytes topped up. Box cleaned with Baking Soda and Water and acid proof paint touched up.
- Lower entry door catches replaced, seal replaced, RH spring replaced and door lock cam replaced with used serviceable parts from N80HF.
- Baggage door light assembly replaced P/N 470-620. Wiring corrected to bulb and fuse replaced.
- Lower tail-cone ground terminal replaced P/N 321298.
- Replaced (1) missing cowl stud P/N 487-728.
- Installed missing VG on LH wing.
- Janitrol heater replaced with factory OH'd unit P/N FR65D79-3EL S/N HA12020029. Installation and eligibility IAW Kelly AeroSpace SI A-105 revB. Heater Hobbs time 652.3 hrs.
- ELT recertification carried out at Discount Avionics WO#15446. Unit installed, armed and checked - ready for service.
- Compass swing carried out:

FOR	000	030	060	090	120	150
STEER	000	032	062	091	061	151
FOR	180	210	240	270	300	330
STEER	181	211	242	272	301	331

N710BE October 29, 2012

- Both tachometers checked - within limits
- Fire extinguisher checked, gauge is green, mount secure - OK for service
- First aid kit contents checked - OK for service
- AD 2009-13-06R1 Baggage door C/W - assembly lubricated, visual checks satisfactory
- AD 2004-25-16R1 failure of fuel regulator shut-off n/a - affected regulator is not installed
- AD 2003-24-07 rudder tube corrosion C/W - no corrosion noted
- AD 2000-25-01 MLG inboard hinges C/W - hinges replaced with used serviceable hinges from C-FABR, NDT carried out by ATC (WO#4250) no discontinuities were noted
- AD 99-12-05 elevator spar C/W - boots secure, no cracks found
- AD 93-23-13 baffle seals C/W - seals remain serviceable, placement per AD
- AD 82-27-13R2 flap extension system C/W - LH cable crimps measured at 0.240, 0.233, 0.230, 0.238 (inbd), 0.232, 0.235, 0.236, 0.234 (outbd), outer drive measured at 0.109, 0.318, 0.261 - all measurements within spec. RH flap flexible shaft replaced with new P/N 486-597. All checks are satisfactory.
- AD 2011-26-04 externally mounted fuel injection lines C/W - lines secured IAW MSB342F
- Dual inspection of RH flap flex shaft, aileron trim bearing and RH alt air control installations carried out
- Engines ground run and leak checked - operating parameters are normal/no leaks found
- Replacement of rear door support cable pending procurement of clevis
- ~~Transponder and Altimetry checks are due at this time~~

CONTROL SYSTEMS AFFECTED HAVE BEEN INSPECTED FOR CORRECT
INSTALLATION, RANGE OF MOVEMENT, SAFETY AND SENSE OF OPERATION

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

I hereby certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be airworthy.
October 29, 2012 D. Snedden 24638431A

- Test flight required to verify satisfactory flight characteristics and engine parameters, to be signed off by Pilot.

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER**CENTRAL AERO**

centralaero@rogers.com

C-GVAG
February 19, 2013
WO#13-P08Piper PA31-350
S/N: 31-7305018
TTAF: 5469.1

- > Annual inspection carried out in accordance with CAR STD 625 appendix B and C (previous work order reviewed, depth of inspection relative to work performed and time in service)
- > CAR STD 625 appendix C tasks:
 - o Propeller overhaul LH/RH: next due 02/23/22
 - o Tachometer checks: next due 10/29/13
 - o Compass swing: next due 10/29/13
 - o Fire Extinguisher check: next due 10/29/13
 - o First Aid kit check: next due 10/29/13
 - o ELT recertification: 10/29/13
 - o Transponder and Altimetry checks: 02/23/14
- > All ADs listed by TC for model of airframe, engines and propellers reviewed for compliance. Miscellaneous listing reviewed. Reviews entered in respective logbooks, Record of Modifications and Installations initiated for airframe records. Next AD required actions noted on review documents.
- > Replaced rear entry door cable P/N 44523-03.
- > Aircraft removed from US register as N710BE and added to Canadian registry as C-GVAG
- > US registration marks removed, area primed with Epoxy primer and blown in with colour match PPG polyurethane. Canadian registration marks affixed IAW CAR STD 222.01.
- > Canadian logbooks initiated IAW CAR 605.96 Schedule II.
- > Technical history reviewed, airframe time corrected as needed.
- > AFM revisions are current, necessary supplements incorporated.
- > Placard installations reviewed - mandatory placards in place.
- > Airframe, Engines and Propellers found to conform with TCDS#s A8EA/A20SO, E14EA & P33EA latest revisions and embodied STCs.
- > List of previously performed modifications and major repairs entered to Record of Modifications and Installations. STC and 337 documentation incorporated with technical records.
- > Brackett Aero STC#SA693CE installation of airfilter assemblies BA-100 found to have been carried out IAW Instruction Sheet BA-1005 dated 08/11/00. Aircraft type is listed on AML, ICAs on Brackett Air Filter Doc. I-194 latest revision. (letter of conformity submitted)
- > LC2 Chronometer installation found to be installed IAW Aerospace Display Systems Inc Dwg AT420100 revA (minor mod)
- > Tanis TAS100-07-1-104-DT engine preheater kits installed on both engines IAW Tanis Preheat System Installation Instruction TN01033 rev 10/28/10 (minor mod)
- > Removed Nortstar M3 APPROACH GPS receiver and tray, secured CB at panel and harness behind panel.
- > Removed Bendix/King IN525 weather radar indicator, secured CB at panel and harness behind panel.
- > Fabricated blank plate to close out open panel area.
- > Weight and Balance amendment #2 carried out for work performed, AFM equipment list updated and additional equipment list prepared.
- > Engine ground run - parameters normal, no leaks noted, EGT functional at this time
- > MSI 26 completed and submitted.

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

TOTAL AIR TIME SINCE MFG.	
MIN.	HRS.

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE ENTRIES. DRAW A DIAGONAL LINE THROUGH

5469.1

5508.5

Central Aero Work 13-P32

- Oil changed both engines - added 10L
- oil filters replaced (2) #48010-1 #48103
- different oil compressors.

LH ① 76 ② 76 ③ 76 ④ 76 ⑤ 76 ⑥ 77
80 80 80 80 80 80
RH ① 76 ② 77 ③ 78 ④ 77 ⑤ 78 ⑥ 76
80 80 80 80 80 80

- AD 2013-10-04 exhaust system failures
- Left alternator belt replaced with used
- RH spinner cracked.

AeroShell W100+ to both
Interiors of old A-10

Chw no defects (both sides)
serviceable P/N LW 18129

5538.6



Avionics Installation:

REG: C-GVAG Navajo S/N: 31-7305018

Reference: Kitchener Aero Work Order K51443

- Aircraft will not start - Installed new Gill G246 W/ACID P/N 11-01661 S/N G02779891 main battery. (S/N G02695162 removed)

The described maintenance has been performed in accordance with the applicable airworthiness requirements.

Date: September 13, 2013

Signed:

Kitchener Aero Avionics



AMO 1-77



REG: C-GVAG

Reference: Kitchener Aero Work Order

- Installation of wiring and mounting
- Installed exchange Directional Compass
- Garmin GNS 430W P/N 011-011-011 Main SW to 5.03 and GPS SW to 5.03
- Compass Swing performed:

#1 Compass System

FOR	000	030	060	090
STEER	359	028	058	088
FOR	180	210	240	270
STEER	180	210	241	271

The described maintenance has been performed

Date: September 9, 2013

CARRIED FORWARD

5538.6

INSPECTION, REPAIRS & REPLACEMENT

TRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER**CENTRAL AERO**

centralaero@rogers.com

C-GVAG

September 28, 2013

WO#13-P50

Piper PA31-350

S/N: 31-7305018

TTAF: 5539.3

- > STC#SA00554AT TCB Composite Co. installation of composite spinner carried out on RH side in accordance with Installation Procedure Revision C dated May 21, 2013. Spinner P/N TCB43940-09 S/N 2207 primed and painted PPG polyurethane colour match. (2) P/N 762-228 spinner spacers installed as needed.
- > Lonestar 28V TS0d cigarette lighter socket installed at lower LH co-pilot panel. Unit wired to existing unused 7.5 amp CB using M22759/16-16-9 wire secured to existing wire bundle.
- > LH cowl flap position sender unit replaced with used serviceable unit P/N 41229-00 removed from C-FSAC - ground check functional
- > Spark plug replaced for Janitrol heater P/N 39D18 - heater checked functional
- > Repaired plug for RH Tanis heater with solder and shrink tube. Plug re-positioned and secured to engine mount.
- > Weight and Balance and Equipment List amended for installation of composite spinner:
 - o EW: 4756.5 lbs
 - o CofG: 123.3 "aft

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

**EAGLE
AIRCRAFT
INC.**

AMO 65-93

March 18, 2014

Shop order 5526

I certify that this pilot altimeter S/N: 7F637 and co-pilot altimeter S/N: 82628, transponder S/N: 83727402 and altitude digitizer S/N: 5RA-12134 has been tested and inspected and is in compliance with AWM 571 Appendix B and F. Airspeed and rate of climb indicators tested serviceable.

The described maintenance has been performed in accordance with the applicable airworthiness requirements

David McDevitt M103327

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER**CENTRAL AERO**

centralaero@rogers.com

C-GVAG

March 28, 2014

WO#14-P06

Piper PA31-350

S/N: 31-7305018

TTAF: 5551.9

- > Annual inspection carried out in accordance with CAR STD 625 appendix B and C with reference to Piper Inspection Report 230-764
- > Differential Compression:
 - o LH: 1.76/80 2.76/80 3.78/80 4.76/80 5.76/80 6.74/80
 - o RH: 1.78/80 2.77/80 3.78/80 4.78/80 5.76/80 6.78/80
- > Spark plugs cleaned, gapped and tested - found serviceable
- > Oil changes carried out. Each engines serviced with 10qt AeroShell W100 plus.
- > Oil filters replaced (2) P/N CH48103-1. Interior of old filters checked - no contaminants found
- > Both props lubricated with Shell 6, pressures checked and set.
- > Hydraulic filters replaced on both engines (2) P/N AN6235-1A, flange o-rings replaced (2) P/N MS28775-217
- > Fuel transmitter housings cleaned, sealed with Chromate primer, LPS3 applied for corrosion resistance, cover plates sealed with urethane sealant to prevent ingress of water/contaminants.
- > Fuel strainers lower seals replaced (2) P/N 751-898
- > Installed (2) fuel selector seal kits P/N 760-504 for AD compliance as noted.
- > LH fuel pump drain tube cleared of obstruction
- > Battery box vent tube cleared of obstruction
- > Repositioned RH magneto pressure fitting/line
- > All brake linings replaced (9) P/N 066-03300 & (3) P/N RA66-33. Brake pins replaced as needed (7) P/N RABP001.
- > Replaced baggage door handle attach clevis pin P/N MS20392-1C23.
- > RH position light ground wire replaced with new terminal.
- > RH wingtip lens replaced P/N W-2575-RH
- > Repositioned roll pin in door pin actuator torque tube.
- > Both air stair steps replaced using used serviceable step assemblies from C-GZOC. Step furnishings transferred.
- > Lower door upper seal extrusion installation corrected using (29") P/N T-1025
- > Replaced both forward gear door hinges with units stamped 46652-2 following NDT at ATC WO#4250.
- > Replaced 2 ferrous screws at flux detector cover, installed (2) P/N MS24693BB51.
- > Installed missing camloc stud at RH fuselage closeout panel P/N 40S5-3
- > Installed (2) missing cowl studs P/N FX10-1558-1P
- > Battery re and re for service - charge cycle and electrolytes topped up
- > ELT recertification carried out at Discount Avionics WO#18218. Unit installed, armed and checked - ready for service.
- > Compass swing carried out:

FOR	000	030	060	090	120	150
STEER	000	032	062	091	061	151
FOR	180	210	240	270	300	330
STEER	181	211	242	272	301	331

C-GVAG March 28, 2014

- > Both tachometers checked - within limits
- > Fire extinguisher checked, gauge is green, mount secure - OK for service
- > First aid kit contents checked - OK for service
- > AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory
- > AD 2009-13-06R1 Baggage door C/W - repair as noted all other checks satisfactory
- > AD 2003-24-07 rudder tube corrosion C/W - no corrosion noted
- > AD 2000-25-01 MLG inboard hinges C/W - all hinges are revised, AD is no longer applicable
- > AD 99-12-05 elevator spar C/W - boots secure, no cracks found
- > AD 93-23-13 baffle seals C/W - seals remain serviceable, placement per AD
- > AD 82-27-13R2 flap extension system C/W - transmission play within limits (LH = 0.20"/RH = 0.25")
- > AD 80-18-10 fuel selector valves C/W - seal replacement carried out at this time
- > AD 2011-26-04 externally mounted fuel injection lines C/W - lines secured IAW MSB342F
- > Engines washed down with mineral spirits, ground run and leak checked - operating parameters are normal/no leaks found

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

CENTRAL AERO

centralaero@rogers.com

C-GVAG

June 6, 2014

WO#14-na

Piper PA31-350

S/N: 31-7305018

TTAF: 5563.9

- > RH prop re and re with new seal P/N MS28775-228 to facilitate replacement of alternator belt
- > RH alternator belt replaced P/N LW18129
- > Replaced RH air filter element P/N BA7
- > Replaced cowl studs as needed P/Ns (1) FX10-1558-1P & (2) FX10-1558-2P

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

ENGINEERING RECORD

7

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE NUMBER
the maint described...		
the app standards	J. Kane	M119319

CENTRAL AERO

centralaero@rogers.com

C-GVAG

April 1, 2015

WO#15-P08

Piper PA31-350

S/N: 31-7305018

TTAF: 5603.0

- > Annual inspection carried out in accordance with CAR STD 625 appendix B and C with reference to Piper Navajo Table III-1
- > Differential Compression:
 - o LH: 1.77/80 2.75/80 3.76/80 4.76/80 5.76/80 6.74/80
 - o RH: 1.77/80 2.76/80 3.75/80 4.77/80 5.76/80 6.77/80
- > All lower spark plugs cleaned, gapped and tested - found serviceable
- > Oil changes carried out. Each engines serviced with 10qt AeroShell W100 plus.
- > Oil filters replaced (2) P/N CH48103-1. Interior of old filters checked - no contaminants found
- > Both induction filters replaced P/N BA7
- > Both props lubricated with Shell 6, pressures checked and set.
- > Battery re and re for service - charge cycle and electrolytes topped up
- > Nose oleo lower o-rings replaced P/Ns MS28775-228, -329 & -220. Oleo serviced with M-H5606 and Nitrogen
- > Nosewheel bearing races replaced (2) P/N 13836. All wheel bearings cleaned and packed with AeroShell 22
- > All brake calliper o-rings replaced (6) P/N MS28775-222.
- > Replaced (1) brake lining on RH inboard brake calliper P/N 066-03300
- > Pilot side RH brake master cylinder P/N 10-17 replaced with used serviceable unit removed from C-GISM. Installed new o-rings in replacement cylinder P/Ns MS28775-012, -115 & -116.
- > Brakes bled and brake fluid flushed.
- > Cabin door enunciator light actuator adjusted
- > ELT recertification carried out at Discount Avionics WO#495275. Unit installed, armed and checked - ready for service.
- > Compass swing carried out:

FOR	000	030	060	090	120	150
STEER	000	032	062	091	061	151
FOR	180	210	240	270	300	330
STEER	181	211	242	272	301	331

C-GVAG April 1, 2015

- > Both tachometers checked - within limits
- > Fire extinguisher checked, gauge is green, mount secure - OK for service
- > First aid kit contents checked - OK for service
- > AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory
- > AD 2003-24-07 rudder tube corrosion C/W - no corrosion noted
- > AD 93-23-13 baffle seals C/W - seals remain serviceable, placement per AD
- > AD 2004-21-05 Janitrol pressure decay test carried out - leak rate within limits (Heater Hobbs 11.2)

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

Avionics by
KITCHENER AERO

Avionics Maintenance:

Piper PA-31-350 REG: C-GVAG S/N: 31-7305018

Reference: Kitchener Aero Work Order K56654

- DG failed - Verified snag. Installed loaner Bendix SG-832B DG P/N 4000099-8504 S/N 2382 (S/N 2874X off). Ground checked serviceable.

The described maintenance has been performed in accordance with the applicable airworthiness requirements.

Date: June 9, 2015

Signed:

Kitchener Aero Avionics

AMO 1-77

ENGINEERING RECORD

8

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

CENTRAL AERO

centralaero@rogers.com

C-GVAG

September 2, 2015

WO#15-na

Piper PA31-350

S/N: 31-7305018

TTAF: 5641.8

- All airframe hoses replaced from firewalls back with exception of line from LH fuel selector to strainer (not included in kit)
- Landing gear lubricated and cycled as needed to bleed system
- Fuel system brought to system pressure and checked for leaks - none found
- Brakes bled with M-H5606.
- Replaced wire from LH CHT probe to aft of firewall
- Replaced wiring to aft of RH firewall for CHT, prop de-icing, oil temp and magneto ground wires
- Replaced LH main fuel level transmitters with used serviceable assemblies as removed from N80HF
- AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory
- AD 93-23-13 baffle seals C/W - seals remain serviceable, placement per AD

-secured wires at resistor for trim indicators

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

CENTRAL AERO

centralaero@rogers.com

C-GVAG

November 22, 2015

WO#15-na

Piper PA31-350

S/N: 31-7305018

TTAF: 5655.7

- Oil changes carried out. Each engine serviced with 10qt AeroShell W80.
- Oil filters replaced (2) P/N CH48103-1. Interior of old filters checked - no contaminants found
- Pilot side turn coordinator replaced. RCA 82A-11 S/N 615G032G installed.
- Pilot side lower instrument panel mounts replaced.
- Gill G242 S/N G02271501 activated IAW Gill instruction and installed.
- Missing cowl fastener installed on LH engine cowling P/N FX10-1558-2P
- Glued lower entry step trim with 3M 1300L

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

CENTRAL AERO

centralaero@rogers.com

C-GVAG

January 22, 2016

WO#16-na

Piper PA31-350

S/N: 31-7305018

TTAF:

- Nosewheel tire replaced. AirHawk 6.00-6 6 ply installed.
- LH main tube shroud valve core replaced.
- Tire pressures set.
- Landing gear retraction system lubricated
- Beacon flash tube replaced P/N A469A. Beacon checked - serviceable
- Fuel stains cleaned off in area around RH inboard fuel quick drain and belly. RH lower wing root closeout and belly panels removed - no fuel leaks noted. Replaced inboard fuel quick drains on both RH fuel tanks (2) P/N CCA7450 - no further fuel leaks found
- LH fuel selector cable freed up and lubricated and repositioned adjacent fuel drain fitting for better clearance - selector operating normally
- RH engine cowling removed and cleaned. RH engine washed down with mineral spirits. Engine ground run and checked for leaks - none found

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

CENTRAL AERO

centralaero@rogers.com

C-GVAG

March 4, 2016

WO#16-na

Piper PA31-350

S/N: 31-7305018

TTAF: 5756.2

- RH main fuel cell replaced with new. FFC P/N 5712 S/N CR785 installed with all new gaskets.

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

CENTRAL AERO

centralaero@rogers.com

C-GVAG
April 22, 2016
WO#16-P10

Piper PA31-350
S/N: 31-7305018
TTAF: 5658.8

Annual inspection carried out in accordance with CAR STD 625 appendix B and C with reference to Piper Inspection Report 230-764
Differential Compression:

- LH: 1.74/80 2.74/80 3.76/80 4.76/80 5.76/80 6.75/80 - note - exhaust valve staked at #2 cylinder
- RH: 1.74/80 2.75/80 3.73/80 4.75/80 5.78/80 6.65/80 - note - both valves staked at #6 cylinder

Replaced rocker cover gaskets at LH #2 and RH #6 cylinders (2) P/N SL71450
LH engine upper tailpipe replaced P/N 40310-10AWL S/N IN483-132

Spark plugs cleaned, gapped and tested - found serviceable
Magnetos to engine timing checked - both engines OK

Oil changes carried out. Each engine serviced with 10qt AeroShell W100 plus.
Oil filters replaced (2) P/N CH48103-1. Interior of old filters checked - no contaminants found

Both induction filter elements replaced (2) P/N BA7
Both props dressed and lubricated with Shell 6, pressures checked - LH pressure adjusted to spec

LH CHT probe replaced P/N AN5546-1
LH forward RH side baffle seal replaced using P/N CS085x3

Hydraulic filters replaced on both engines (2) P/N AN6235-1A, flange o-ring replaced on LH P/N MS28775-217
Aircraft placed on jacks and gear swings carried out - all functions normal. Hydraulic fluid topped up with Royco 756.

Replaced OB LH elevator static wick P/N ESD-3

Battery serviced - charge cycle carried out electrolyte levels normal

ELT recertification carried out at Discount Avionics WO#180407. Unit installed, armed and checked - ready for service.

Compass swing carried out:

FOR	000	030	060	090	120	150
STEER	000	032	062	091	061	151
FOR	180	210	240	270	300	330
STEER	181	211	242	272	301	330

C-GVAG April 22, 2016

Both tachometers checked - within limits

Fire extinguisher checked, gauge is green, mount secure - OK for service

First aid kit contents checked - OK for service

AD 2016-03-01 FS 317.75 upper bulkhead C/W - SB1273B modification configuration #3 found installed, no further action required

AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory following repairs noted

AD 2009-13-06R1 Baggage door C/W - all checks satisfactory, mechanism lubricated

AD 2003-24-07 rudder tube corrosion C/W - no corrosion noted

AD 99-12-05 elevator spar C/W - boots secure, no cracks found

AD 93-23-13 baffle seals C/W - seals serviceable following repairs noted, placement per AD

AD 82-27-13R2 flap extension system C/W - transmission play within limits (LH = 0.203"/RH = 0.245")

AD 2011-26-04 externally mounted fuel injection lines C/W - lines secured IAW MSB342G

Engines washed down with mineral spirits and ground run - operating parameters are normal

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

Avionics by
**KITCHENER
AERO**


Avionics Maintenance:

Piper PA-31-350 REG: C-GVAG S/N: 31-7305018

Reference: Kitchen Aero Work Order K59587

- Autopilot Trims nose down all the time - Repaired broken wiring in the pilot's yoke curly cord. Bendix ST-816E Trim Servo P/N 4000292-8511 S/N 4215 and Bendix SE816A Pitch Servo P/N 4000291-8503 S/N 1939 removed, repaired, reinstalled. Ground checked serviceable. Flight check recommended.
- LH Pitot tube plugged - Removed FOD from LH Pitot tube. Ground tested LH and RH Pitot systems serviceable. Pitot leak check performed.

I certify that I have inspected the Autopilot Pitch & Pitch Trim Servos controls for full and free travel and the presence of all locking & safety devices.

Date: June 3, 2016 Signed: 

The described maintenance has been performed in accordance with the applicable airworthiness requirements.

Date: June 3, 2016

Signed: 

Kitchener Aero Avionics

AMO 1-77

ENGINEERING RECORD

11

INSPECTION, REPAIRS & REPLACEMENT
RIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

CENTRAL AERO

centralaero@rogers.com

Piper PA31-350

S/N: 31-7305018

TTAF: 5697.1

- AG
ay 12, 2017
17-na
- > RH Differential Compression: 1.76/80 2.76/80 3.78/80 4.75/80 5.78/80 6.78/80
 - > RH fuel system checked for contaminants at fuel drains, strainer and injector inlet - no contaminants found.
 - > RH fuel strainer dyna-seal replaced P/N 751-898
 - > RH idle mixture adjusted IAW MM specifications
 - > Both engines ground run - operating parameters normal, idles normal
 - > Aircraft jacked, landing gear lubricated, RH down-lock switch freed up and lubricated. Gear swung 4x - no faults.
 - > AD 2016-08-18 fuel hose assemblies C/W- SB1257A carried out, no affected parts, clearances within limits, no further action
 - > AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory following repairs noted

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

CENTRAL AERO

centralaero@rogers.com

Piper PA31-350

S/N: 31-7305018

TTAF: 5697.9

- GVAG
ay 26, 2017
O#17-P20
- > Annual inspection carried out in accordance with CAR STD 625 appendix B and C with reference to Piper Inspection Report 230-764
 - > Differential Compression:
 - o LH: 1.76/80 2.76/80 3.77/80 4.76/80 5.77/80 6.76/80
 - o RH: 1.76/80 2.74/80 3.77/80 4.76/80 5.76/80 6.76/80
 - > Spark plugs cleaned, gapped and tested - found serviceable
 - > Magneto to engine timing checked - RH timing adjusted to specification, LH OK
 - > Oil changes carried out. Each engine serviced with 10qt AeroShell W100 plus.
 - > Oil filters replaced (2) P/N CH48103-1. Interior of old filters checked - no contaminants found
 - > Replaced oil filter converter gasket and oring at adjacent oil cooler hose fitting P/Ns 06B23072 & MS29512-10 on RH engine. Gasket sealed with 3M 847 IAW with related service instruction.
 - > Both induction filter elements replaced (2) P/N BA7
 - > Replaced LH alternator cooler duct using (1') P/N SCAT-4
 - > Both props dressed and lubricated with Shell 6, pressures checked - LH pressure adjusted to spec
 - > LH fuel strainer dyna-seal replaced P/N 751-898.
 - > Cleaned and lubricated RH gear down switch.
 - > RH brake calliper removed, cleaned by abrasive blast, treated with conversion coating, replaced all orings (3) P/N MS28775-222. Calliper re-installed, bolts replaced as needed (2) AN4H-17A, RH brake bled and brake fluid reservoir topped up with Royco 756.
 - > All brake linings replaced (12) P/N RA66-33. Brake rivet studs replaced as needed (8) RABP001.
 - > Wheel bearings cleaned and lubricated with Mobil28. Landing gear lubricated with AeroShell22. General airframe lubrication carried out.
 - > Aircraft placed on jacks and gear swung 10x - all functions normal. Hydraulic fluid topped up with Royco 756.
 - > Battery re and re, serviced with charge cycle electrolyte levels normal. Battery box neutralized with baking soda and water
 - > Secured outside air cable at adjustment handle
 - > RH alt air cable adjusted and lubricated at alt air door. Adjusted catch magnet for lower break away force.
 - > Pilots armrest repaired by opening up forward attach bolt hole and re-tapping for AN5 bolt, attach bushing reamed for fit.
 - > Co-pilot outboard seatbelt orientation corrected.
 - > New pilot side panel plastics at ashtray and switch panel fitted and installed P/Ns K44623-02 & K52437-00
 - > ELT recertification carried out at Eagle Aircraft WO#6314. Unit installed, armed and checked - ready for service.
 - > Compass swing carried out:

FOR	000	030	060	090	120	150
STEER	000	032	062	091	061	151
FOR	180	210	240	270	300	330
STEER	181	211	242	272	301	330

C-GVAG May 26, 2017

- > Both tachometers checked - within limits
- > Fire extinguisher checked, gauge is green, mount secure - OK for service
- > First aid kit contents checked - OK for service
- > AD 2013-10-04 exhaust system failures C/W - all component inspections satisfactory
- > AD 2009-13-06R1 Baggage door C/W - all checks satisfactory, mechanism lubricated
- > AD 2003-24-07 rudder tube corrosion C/W - no corrosion noted
- > AD 93-23-13 baffle seals C/W - seals serviceable, placement is per AD
- > AD 82-27-13R2 flap extension system C/W - transmission play within limits (LH = 0.203"/RH = 0.234")
- > AD 2015-19-07 externally mounted fuel injection lines C/W - lines secured IAW MSB342G
- > AD 2004-21-05 Kelly / Janaero pressure decay C/W - decay rate within limits
- > AD 99-12-05 elevator spar replacement required by 5758.8 hrs.
- > Engines washed down with mineral spirits, ground run and leak checked - operating parameters are normal, no leaks found

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

ENGINEERING RECORD

12

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

CENTRAL AERO

centralaero@rogers.com

C-GVAG

August 4, 2017

WO#17-na

Piper PA31-350

S/N: 31-7305018

TTAF: 5698.7

- > Co-pilot turn coordinator replaced with new EGC P/N 1394T100-72 S/N L13-10917. Canon plug replaced with supplied part.
- > Replaced panel post bulbs as needed (4) P/N ML327 installed. Replaced cabin courtesy light bulbs as needed (3) P/N GE1309 installed.
- > Installed fuse for baggage, forward cabin and exit lights at battery box. Replaced bulb for exit light as needed (1) P/N GE306 installed.
- > Paint removed at minor damage on trailing edge of LH flap. Stop drilled cracks. Affected area was cleaned/treated with Alumiprep33 and Alodine1201 and primed with expoxy primer. Doubler patch fabricated and secured with CR3213-4-2 rivets. Work performed IAW AC43-13 chapter 4, section 4.
- > Horizontal stabilizer de-ice boots replaced with new BE Aerospace P/Ns SMR5026-03 & -04 S/Ns 1513 & 1530. Installation carried out IAW B/E Report no.97-33-047 rev13 dated Jan14/15 using installation kit 2MA1425-02.
- > Both elevators re and re IAW MM section 4-27 to 4-32 to facilitate spar replacements at Ronan Aircraft Structures WO#2017-A006. Elevators balance checked and friction measurements performed IAW MM 4-95 & 4-96 - satisfactory. Rigging checked - unaffected by work performed.
- > AD 99-12-05 elevator spar replacement terminating action carried out - spars have been replaced, no further action required
- > Dual inspection carried out on elevator installation, security and safety -

CONTROL SYSTEMS AFFECTED HAVE BEEN INSPECTED FOR CORRECT
INSTALLATION, RANGE OF MOVEMENT, SAFETY AND SENSE OF OPERATION


Dan Stephens

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS

M757016

Annual Inspection
Piper PA31-350
C-GVAG
S/N 7305018
TTAF 5702.3

June 25, 2018

Annual Inspection completed IAW CAR STD 625 Appendix B&C with
reference to Piper Inspection report 230-764

Differential Compression:

LH 1. 76/80 2. 75/80 3. 77/80 4. 76/80 5. 74/80 6. 75/80
RH 1. 75/80 2. 74/80 3. 75/80 4. 76/80 5. 76/80 6. 75/80

Spark plugs cleaned gapped and tested
Magnetos timing checked ok
Oil Changed both engines Aeroshell 100 plus
Oil filters inspected no contamination
New Oil filters installed CH48110-3
Induction filters cleaned reinstalled
All fuel screens removed inspected cleaned reinstalled
Propellers greased pressures set
Landing gear inspected retraction test carried out 4X
Wheels removed bearings greased reinstalled
Battery serviced
Elt certification carried out by Discount Avionics
Pilot seat latch adjusted reinstalled
Compass Swung

FOR	000	030	060	090	120	150
STEER	000	032	062	091	121	151
FOR	180	210	240	270	300	330
STEER	181	211	241	272	301	330

Tachometer check RH +20 LH -30

Fire extinguisher checked ok

First Aid contents checked ok

2017-10-20 Fuselage Inspection C/W no cracks found

2016-08-18 ATA 73 Fuel Control hose assembly complied ok

2016-05-01 PSB 1273 Page 2, 3(b) 2 inspected o cracks found

AD 2013-010-04 Exhaust system failures C/W no cracks or bulges

LICENCE

AD 2009-13—6R1 Baggage door complied with ok
AD 2003-24-07 Rudder tube corrosion inspected ok
AD 93-23-13 Baffle seals inspected ok
Ad 82-27-13R2 Flap extension system C/W in limits
LH 0.203 RH 0.234

AD 2004-21-05 Janitrol pressure decay test C/W delay rate in limits
The maintenance described above has been conducted in accordance
with the applicable standards of airworthiness.

Joe Kane M115319f

June 25, 2018



C-GVAG PA 31-350 S/N 735018

TTSN 5714.8
LH TSMOH 315.8
RH TSMOH 315.8

AUGUST 29 2019
ANNUAL INSPECTION

1. Annual inspection carried out IAW CARS 625 appendix B&C with reference to Piper inspection sheet 230-764
2. Differential compression test carried out.
3. LH. 1. 75/80 2. 75/80 3. 76/80 4. 75/80 5. 74/80 6. 75/80
4. RH. 1. 74/80 2. 75/80 3. 75/80 4. 75/80 5. 74/80 6. 76/80
5. Spark plugs removed cleaned gapped tested reinstalled with new washers.
6. Magneto's inspected points checked timing checked found ok.
7. Oil changed aeroshell w100 plus
8. Oil filters removed inspected for contamination none found replaced with new CH48110
9. Induction filters inspected found clean.
10. All fuel sumps and engine fuel screens removed inspected cleaned reinstalled.
11. RH fuel servo removed repaired by Pro Aero Aviation Ltd PN 2524500-9 Serial 70138808 W.O. PA1534
12. Fuel injector nozzles removed cleaned reinstalled.
13. Exhaust systems inspected found ok.
14. Crankcase and cylinders inspected for cracks or leaks none found.
15. Hydraulic filters replaced (2) PN 565-279 flange o rings replaced (2) PN MS2875-217
16. Pneumatic filters changed PN RA 1J4-6
17. Relief filters replaced RAB 3-5-1
18. Janitrol heater pressure decay tested found in limits.
19. New ACK Technologies 406 ELT installed PN E-04 SN 281-2813 registered online
20. Landing gear retraction test carried out 6x landing gear inspection normal wear found ok.
21. Used serviceable RH main gear lock rod installed. PN 41949-03
22. Landing gear inspected and lubricated no abnormal wear.
23. Wheels removed bearings inspected.
24. Brakes inspected half wear.
25. Exterior paint inspected all wear areas cleaned prepped and painted.
26. Compass swung.
27. Tachometer check carried out LH +20 RH -10
28. Fire extinguisher checked ok.
29. New first aid kit installed.
30. New fuel cap O rings installed.
31. New LH landing gear uplock roller installed.
32. Flap rollers and tracks cleaned inspected and lubricated.
33. Flap transmissions and cables inspected travel ok.
34. Propeller air pressures set. Bulkheads inspected spinners inspected ok.
35. AD 2015-10-04 exhaust system failures C/W satisfactory.
36. AD 2009-13-06R1 baggage door C/W all satisfactory.
37. AD 2003-24-07 Rudder tube corrosion C/W ok.
38. AD 93-23-13 Baffle seals C/W ok.
39. AD 82-27-13R2 Flap extension C/W in limits LH 0.203 RH 0.245
40. AD 2011-26-04 Externally mounted fuel injection lines C/W ok
41. AD 2004-21-05 Janitrol heater pressure decay test in limits.

The described maintenance has been performed in accordance with the applicable airworthiness requirements

Joe Kane M115319

August 29, 2019

DATE

DAILY
TOTAL

TOTAL AIR
TIME SINCE
MFG.

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION

ENGINEERING RECORD

C-GVAG PA31-350

TTSN. 5720.3
LH TSMOH 319.8
RH. TSMOH 319.8

September 1, 2020
ANNUAL INSPECTION

1. Annual inspection carried out IAW CARS625 appendix B&C with reference to piper inspection guide 230-764
2. Differential compression test carried out. Cylinders soaped inspected for cracks.
3. LH 1. 76/80 2. 73/80 3. 75/80 4. 75/80 5. 75/80 6. 75/80
4. RH 1. 74/80 2. 76/80 3/76/80 4. 75/80 5. 74/80 6. 75/80
5. Spark plugs removed cleaned gapped tested.
6. Oil Changed Aeroshellw100 plus
7. Oil filter removed inspected for contamination none found.
8. Exhaust systems inspected found ok.
9. Crankcase inspected for cracks none found.
10. Landing gear retraction test carried out normal function.
11. Landing gear inspected and lubricated.
12. Wheels removed bearings greased.
13. Compass swung.
14. Tachometer checked LH +10. RH +15
15. Fire extinguisher inspected ok.
16. Flap transmissions and cables checked dimensions checked ok.
17. AD 2015-10-04 Exhaust system failures checked ok.
18. 200-13-06R1 Baggage door mechanism inspected ok
19. 2003-24-07 Rudder tube corrosion inspection ok.
20. 93-23-13 Baffle seals inspected ok
21. 82-27-13R2 Flap extension complied with LH 0.203 RH 0.245 ok
22. 2011-26-04 Externally mounted fuel lines inspected ok
23. 2004-21-05 Janitrol heater decay tes carried out ok.
24. 2017-10-20 Due at 6198.7 TTSN



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ENGINEERING RECORD

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INSPECTION, REPAIRS & REPLACEMENT

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ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

CENTRAL AERO

centralaero@rogers.com

Piper PA31-350

S/N: 31-7305018

TTAF:

C-GVAG

April 16, 2021

WO#21-na

- RH low boost pump replaced with used serviceable unit P/N 2B6-63 as removed from C-GWLW PA31-350 S/N 31-7405221. System pressurized, function and leak checked - serviceable, no leaks
- LH fuel strainer lower dyna-seal re-positioned, nut tightened and re-safted - no leaking noted following work performed.
- U/S air time hobbs switch removed and lead grounded at access panel. Hobbs works on master switch pending procurement of new switch.
- Pitch trim and flap position indicators contacts cleaned and rheostats lubricated - no faults found with both indications
- Replaced broken fuse holder for nose baggage and interior lights with P/N 7274-2-10 circuit breaker. Nose baggage and interior lights checked - serviceable
- Tire pressures checked/set

THE MAINTENANCE DESCRIBED ABOVE HAS BEEN PERFORMED IN
ACCORDANCE WITH THE APPLICABLE STANDARDS OF AIRWORTHINESS
M757016

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

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Registration: C-GVAG **Date:** September 2, 2021
Model: PA-31-350
Serial Number: 31-7305018
TTSN: 5739.8
Left Engine: L-7980-61A **SMOH:** 339.3
Right Engine: L-1441-68A **SMOH:** 339.3
Left Propeller: DJ9833A **SPOH:** 345.7
Right Propeller: DJ9834A **SPOH:** 345.7

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Scheduled:

100 Hour Inspection completed as per 138883 Canada Inc. PA 31 100 Hour Inspection Sheet and PA 31 Annual Gear Swing Sheet.
 Completed compass and HSI swing in accordance with CARs 625 Appendix C, paragraph 10 and numbers recorded.
 Complete 138883 Canada Inc. PA 31 Aircraft Annual Gear Swing.

Unscheduled items:

Cleaned entirely and completed gear swings (part of Annual Gear swings), tested and inspected for leaks at conclusion, found loose nut on power pack hydraulic line, torqued nut on the line.
 Removed Garmin GTX327 transponder. Installed Garmin GTX335 I.A.W. STC# SA01714WI for ADS-B out operations.
 Interfaced to existing approved interface Garmin GNS430W navigator.
 Installed new CI-105 transponder antenna, SN 94261. Sealed antenna. Fabricated 0.040" aluminum doubler 2"x 4". Fitted and primed. Installed using 8x AN470AD4-4.5 rivets IAW AC43.13-1B Ch.4, sec 4.
 Routed secured and terminated new RG400 coax IAW Garmin GTX335 IM 190-00734-10 January 2020 Revision 14.
 Ramp tested GNS430W after re-installation. Ground testing passed IAW GNS430W IM# 190-00356-02 July 2017 Rev. M.
 Removed unit from aircraft Garmin GNS 430W S/N 23403031, cleaned faceplate and bench tested IAW Garmin GNS 400W Series M/M, P/N 190-00356-05, Rev. B, Jan. 2011. Unit reinstalled in aircraft and ramp tested IAW Garmin 400W Series I/M, P/N 190-00356-02, Rev. M, July 2017.
 Updated NAV database from customers Jepp account. No obstacles or terrain subscribed to. Reinstalled cards.
 Installed new belly strobe light assy.
 Torqued nuts on loose R/H turbo-mount top support rod.
 Torqued nuts on L/H engine top turbo-mount support rod.
 Replaced brake linings on both sides with new.
 Cleaned NLG hydraulic actuator and function checked the gear, no leak detected.
 Removed V/S to fuselage fiber glass faring and installed missing three anchor nuts and screws.
 Replaced trim test light bulb.
 Fabricated label for Avionic master switch.
 Fabricated mount for E-04 406 ELT in accordance with installation instructions. ELT remote switch and alarm installed and self tested serviceable IAW IM E-04 REV. 1.9. Wiring installed IAW AC43.13. 1B Ch.11 sect. 11 & 12.
 Doubler for ELT antenna metal prepped, alodined and painted in primer. Doubler installed on the aircraft with NAS1097AD4-4. performed in accordance with AC43.13-1B ch.4-57, 4-59.
 Topped up compass fluid.
 Repaired broken ground wire on position light, fabricated new ground wire, function check OK.
 Confirmed one post light out on turn coordinator and one intermittent on pilot's altimeter. Replaced burnt out bulb on turn coordinator light and tightened loose post lights, system ramp tested serviceable.
 Completed installation of new VHF antenna. CI 139, S/N 664344.
 Replaced spinner bulkhead with serviceable composite bulkhead.
 Adjusted L/H and R/H MLG oleos to 3.25-inch extension under normal load as per PA-31 manual.
 Cleaned ground on LH outboard fuel probe and cleaned fuel selector micro switches.
 Replaced taxi light bulb with new.
 Refurbished fuel selector plate and installed new placards.
 Lubricated and moved cross-feed switches several times into closed and opened position so they are not tight.
 Fixed RH side cockpit window lock.
 Lubricated cockpit and cabin air controls.
 Torqued screws on electric trim switch mounting plate on Pilots yoke.
 Removed overhead panel lighting rheostat and torqued lock nut.
 Replaced reading light Passenger 3 with serviceable.
 Corrected Left NAV light. Fixed broken ground.
 Washed Left and right engines, torqued oil return line rubber couplings.
 Installed zip tie on right propeller de-ice boot.
 Washed right engine and torqued all oil return couplings.
 Cleaned corrosion and painted R/H trim tab rod.
 Removed corrosion noted on right hand aft horizontal stab aft spar attachment point. Sprayed it with AV-8.
 Removed corrosion and painted both elevator torque tubes to end rib fittings.
 Replaced L/H fuel bowl with new, installed L/H fuel bowl panel. Leak check Ok.
 Installed new bushings and grommets on L/H fuel bowl.
 Finished restoration of flap tracks on both sides and greased flap trucks.
 Right and left main tires checked, serviceable.
 Cleaned corrosion around aircraft data plate, alodined and primed painted repaired area.
 Repaired rupture holes on Vertical stab de-ice boot.

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

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Glued De-ice boot at air inlet port on upper surface of stab.
 Inspected R/H and L/H engine isolation mounts, serviceable.
 Cleaned all three actuators and performed three gear swings, found no fresh fluid.
 Installed two left starter body to nose case bolts.
 Closed up holes with silicon beside 406 ELT antenna.
 Passenger Light bulb #2 first on right side replaced with new, cleaned corroded leads.
 Painted nose cone black and installed clear 3M nose boot.
 Fabricated new broken ground wire for tail cone nav light. Reinstalled tail cone.
 Removed corrosion and sprayed area with AV-8.
 Refurbished upper plastic panels and window frames.
 Completed painting of aircraft headliner and minor repairs to improve cosmetic appearance.
 Installed new Tail de-ice light bulb.
 Cleaned corrosion on entry step
 Painted entry door frame and hinges.
 Re-glued entry step backing.
 Cleaned entry door cables and removed paint spots.
 Removed oxygen ports and cap lines and bagged them.
 Replaced broken LH middle Passenger seat handle with new
 Painted window retainers in aircraft.
 Repaired and painted cockpit roof plastics.
 Corrected dash appearance and glare using black dye.
 Re-glued seals around emergency exit window and reinstalled window.
 Removed corrosion from R/H fuel prob outboard of engine nacelle.
 Completed minor repairs of window plastics.
 Complete painting of plastic components on headliner.
 Completed repairs and painting of entry door plastics.
 Cleaned headliner decorative light plates
 Troubleshooted problem and found tail De-ice sequence valve was not closing or opening all the way, cleaned valve in ultrasonic machine, now works good. Also found disconnected V/S De-ice sequence boot rubber line in V/S. De-ice Tail light pressure SW stack opened, soaked in contact cleaner, tested serviceable.
 Applied Ice Shield conductive cement for de-icers. Removed and applied new Hartzell stickers. Dressed face and leading edge.
 Installed covers on vent openings.
 Cleaned seat rails, seat anchor plates, metal entry plate and lubricated seat rails.
 Installed all required placards.
 Trimmed, painted and installed middle plastic section of side walls
 Installed entry carpet and seat anchor hardware.
 Installed carpet into aircraft with velcro as needed.
 Replaced teal carpets on seats with brown and installed seats in aircraft.
 Adjusted engine idle mixture, engine ground checked serviceable.

Left Engine SN L-7980-61A:

Motostats: Left #1 77/80 #2 78/80 #3 78/80 #4 75/80 #5 78/80 #6 74/80

Right Engine SN L-1441-68A:
 Motostats: Right #1 76/80 #2 74/80 #3 78/80 #4 74/80 #5 78/80 #6 75/80
 Lubricated right engine alternate air door and cycled. Serviceable.
Left Propeller SN DJ9833A:
 Corrected Propeller dome pressures to 42 PSI
 Propellers dressed and faces painted
Right Propeller SN DJ9834A:
 Corrected Propeller dome pressures to 42 PSI
 Propellers dressed and faces painted
Airworthiness Directives:
 Complied with AD 2013-10-04 Engine Exhaust.
 Complied with AD 2009-13-06R1 Nose Baggage Door.
 Complied with AD 2015-19-07. Reinspect after any maintenance is done on the engine where any clamp on a fuel injector fuel line was disconnected, moved, or loosened, and within every 110 hours TIS and after each engine overhaul.
 Complied with AD 2004-21-05 - heater decay test.

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INSPECTION, REPAIRS & REPLACEMENT

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NOTES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

Registration: C-GVAG
Model: PA-31-350
Serial Number: 31-7305018
TTSN: 5743.6
Left Engine: L-7980-61A
Right Engine: L-1441-68A
Left Propeller: DJ9833A
Right Propeller: DJ9834A

Date: October 22, 2021

SMOH: 355.2
SMOH: 355.2
SPOH: 361.6
SPOH: 361.6

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Scheduled:

Completed inspection & recertification of First Aid Kit to meet the requirements of Aviation Occupational Health and Safety Regulations, section 9.8
Recertified ACK E-04 406 ELT, S/N: 028209 in accordance with CARs 571 Appendix G section 4.
ELT battery due June 2024.

Unscheduled items:

Replaced L/H inboard tank, outboard fuel sender engine with new P/N: PS50149-2, S/N: 50422.
Replaced fuel cap o rings with new item.
Installed upper door striker plate to provide proper latch slide.
Installed "O2 system removed" placard on instrument panel and oxygen gauge.
Corrected broken fuel prob attachment flange screw with new item.

Left Engine:

Oil drained. Filter inspected and replaced with CH48103-1. Sump filled with 20W50XC.

Right Engine:

Oil drained. Filter inspected and replaced with CH48103-1. Sump filled with 20W50XC.

The maintenance described has been performed in accordance with applicable airworthiness requirements. Brant Aero AMO 10-74.
Further details on WO # 21-36235
36204



Registration: C-GVAG
Model: PA-31-350
Serial Number: 31-7305018
TTSN: 5776.5
Left Engine: L-7980-61A
Right Engine: L-1441-68A
Left Propeller: DJ9833A
Right Propeller: DJ9834A

Date: November 23, 2021

SMOH: 376.0
SMOH: 376.0
SPOH: 382.4
SPOH: 382.4

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Unscheduled items:

Corrected R/H alternator by repairing broken F2 terminal wire.

The maintenance described has been performed in accordance with applicable airworthiness requirements. Brant Aero AMO 10-74.
Further details on WO # 21-36596



ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT

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ES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

Registration: C-GVAG
Model: PA-31-350
Serial Number: 31-7305018
TTSN: 5800.7
Left Engine: L-7980-61A
Right Engine: L-1441-68A
Left Propeller: DJ9833A
Right Propeller: DJ9834A

Date: March 21, 2022
SMOH: 413.9
SMOH: 413.9
SPOH: 420.3
SPOH: 420.3

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Unscheduled items:

Removed Deice boot and repaired damage on L/H wing L/E, recontoured to original shape. Installed new deice boot in accordance with Goodrich installation Manual 30-10-31SS Pg. 1&2.
Installed new RPM cable and new hose and spiral wrap to prevent chafing. Completed engines run, found R/H RPM gauge work stable up to 2450 RPM.
Replaced R/H hydraulic pump garlock seal with new, completed engine run.
Corrected tire pressure on main wheels, 60 PSI.

The maintenance described has been performed in accordance with applicable airworthiness requirements. Brant Aero AMO 10-74.
Further details on WO # 22-36924

