### Aircraft Record

**General Information**

- **Manufacturer**: Piper
- **Model**: PA28-181
- **Serial**: 28-2890226
- **Registration Number**: N2070M

**Engine(s) currently installed:**

- **Manufacturer**: Lycoming
- **Model**: O-360-A4M
- **Serial**: 38L-3438-36A

**Propeller(s) currently installed:**

- **Manufacturer**: Sensenich
- **Model**: 76EM 855-0-60
- **Serial**: 11275K

### 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.)

<table>
<thead>
<tr>
<th>DATE</th>
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<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
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</table>

The ATC Transponder and High Altitude Reporting equipment tests and inspections required by FAR 91.411 were performed this date:

- **Transponder Model**: KI60G Model KT78A SN 4822 FSS C74B
- **Encoder Model**: Textron, CAL Model D400 PAT SN 84561 FSS CBR

Signed: [Signature]

For: University of Illinois Institute of Aviation U.I. Willard Airport Survey, IL 61874
Air Agency Cert#: DC22006

The Altimeter System and Altitude Reporting equipment tests and inspections required by FAR 91.411 were performed this date:

- **Altimeter Model**: United Inst Model 5134F-54892 SN 38493 FSS C106
- **Encoder Model**: Textron, CAL Model DUO PAT SN 564561 FSS CBR

Signed: [Signature]

For: University of Illinois Institute of Aviation U.I. Willard Airport Survey, IL 61874
Air Agency Cert#: DC22006
Performed a 100 hour inspection on aircraft I.A.W. Piper PA28-181 inspection guide. Inspected and lubed all flight controls and control systems. Inspected structure of wings, fuselage and empennage. OPS checked all lights and electrical systems. Serviced battery and charged. Inspected wheel and brake assemblies. Removed attitude gyro and replaced it with a o-hauled unit, part #23-501-04-2, serial #X48825F, Mid-Continent Work Order #463778.
C/W AD 76-07-12 by OPS check of ignition switch. Next due at TTAF 4275.6.
C/W AD 95-26-13 by inspection of oil hose. Next due at TTAF 4275.6

Aircraft was ground run and flight tested. Aircraft is found to be in airworthy condition.
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>11.99</td>
<td>Apr.19</td>
<td>Tach 42049</td>
<td>TIE 42049</td>
<td>Test flight aircraft after repairs. All indications satisfactory. FRANK M. POY 3138214882A</td>
</tr>
<tr>
<td>7-5-99</td>
<td>Tach 427692</td>
<td>TIE 427692</td>
<td>CW 76-07-12</td>
<td>By visual of ignition switch. CW 76-07-12 by inspection of oil drain lines. ELI S. POY</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>I certify that this aircraft has been inspected in accordance with applicable inspection and was determined to be airworthy condition. Tach Time 427692 Hobbs Time Total Time 427692 Date July 5, 1999</td>
</tr>
</tbody>
</table>

Thomas H. POY 3138214882A

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>Tach 4335.72</td>
<td>Removed old tail stoke unit.</td>
<td>W/O 0027670</td>
<td>OFFICIAL OF WHELEN ENGINEERING COMPANY FAA MMF E19-50 Route 145, Winthrop Road Chester, Connecticut 06412-0684</td>
</tr>
</tbody>
</table>

SERVICEABLE

Unit Q1-0770023-29 Ser. No. 17570... The component identified above was repaired and inspected in accordance with current Regulations of the FAA and is approved for return to service. Pertinent details of the repair are on file at this repair station under W/O No. 894453... Date 09/09/99... Insp. D. E. M. 3138214882A
<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>FLIGHT</th>
<th>TIME IN SERVICE</th>
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</thead>
<tbody>
<tr>
<td>10-21-99</td>
<td>19</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Replaced R+ Main Tire with Condor 6.00 X 6 4 ply Tire
- Replaced R+ Side Anti Collision Light

AW - A 427

I certify that this Airframe has been inspected in accordance with 100 hr. inspection and was determined to be in airworthy condition.

Tach Time 4,382.12 Hrs
Total Time 4,382.12 Hrs
Date 10-21-99

[Signature]

NAD 3187007.66

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<table>
<thead>
<tr>
<th>TIME</th>
<th>SERVICE</th>
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</thead>
<tbody>
<tr>
<td>3-7-00</td>
<td>Tach 4,480.38 11:15 = 4,480.38</td>
</tr>
</tbody>
</table>

44 hr. Inspection I/IA/IA PA-28-181

Inspection report 44 hr AD 76-07-12

Inspection of Ignition Switch. C/IW AD 95-06-13

By Inspection of Oil cooler hoses. C/IW TRT inspection

 Identified that this Airframe has been inspected in accordance with 100 hr. inspection and was determined to be in airworthy condition.

Tach Time 4,482.38 Hrs
Total Time 4,482.38 to 3-7-00

[Signature]

3087004 P
Frasca Air Services, Urbana, IL 61802
Mar 21, 2000 Tach 4500.00 "Installed new overvoltage relay B00289-2. Op checked OK."
Thomas Pugh 3139719981A
2000 5-10 Tach 4530.56

"Replaced RT Main tire with new 6.00x6 poly tire. Replaced all brake pads with new standard C60-10800. Set tire air to 30 psi."

Signed by: E. Schuler 11/3/02 72610

16-2800 Tach 4578.61 TAF 4578.61
"Replaced cooling system screen.
Adjusted throttle cable tension.
Cabin 95-26-13 by suggestion of oil cooler boss.
CAB 107.07-12 by ops check of ignition switch.
AD 99-05-09 replacement of C60-10800."

I certify that this engine has been inspected in accordance with annual inspection and was determined to be in airworthy condition.
Tach Time 4578.61 Hobbs Time
Total Time 4578.61 Date 6-16-2000

Frasca Air Services, Urbana, IL 61802
3129249871A

Tony Robert

2/1/00 Tach 4628.0

Removed ATTITUDE Gyro PN 23-501-04-2
SN X92290F Installed OVERHAUL Gyro
PN 25-501-04-2 SN X53172E.

M. Miller AP3661308

9-18-00 Tach 4660.93

Replaced LT Main Wire with new Condor 600-164-40.
Serviced Tires.

James Cernak 32372760 41P

Oct 6, 2000 Tach 4681.0 Inspected engine, checked all oil levels, measured battery, checked clutches, oil pressure, ignition, propeller, engine, compression, checked magnetos, centrifugal switch, EGT, TIT, oil pressure, C/W AD 95-26-13, by inspection of oil cooler, engine, C/W AD 76-07-12 by inspection of ignition switch.

I certify that this aircraft has been inspected in accordance with 100 hour inspection and was determined to be in airworthy condition.

Tach Time 4681.0

Total Time 4681.0 Oct 6, 2000

Thomas Boyd

Fresco Air Services, Urbana, IL 61802

312-214-9847
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

19-01-00 Tach 4778:0 TAF 4778:0
CLW 100 hr inspection IAW PA 28-181 inspection report CLWA 76-07-12 by inspection of Ignition Switch.
CLWA 95-119-13 by Inspection of Oilcooler hoses CLW.
ELT inspection IAW FAR 91.207A), right Main Tire was rotated.

I certify that this Airframe has been inspected in accordance with 100 hr inspection and was determined to be in airworthy condition.

Tach Time 4778:0 Hobbs Time
Total Time 4778:0 Date 1-9-01

Frasca Air Services, Urbana, IL 61802
A 336625068

March 5, 2001 Tach Read: 4873.84 Hours

The altimeter has been tested in accordance with FAR 43, appendix E, para (b) to an altitude of 20,000 feet MSL.

Make: United, Model: 57U/23, S/N: 57473, TSO: C02746

Refer to W.O. 10728 Dated 3/18/71

Signed: William E. Leppert for Byerly Avionics, Inc.
Repair Station BOE2548C

The Altitude Reporting System has been tested to an altitude of 30,000 feet MSL in accordance with FAR 43, appendix E, para (c). Refer to W.O. 10757 Dated 3/18/71

Signed: William E. Leppert for Byerly Avionics, Inc.
Repair Station BOE2548C

The ATC transponder tests and inspections required by FAR 43 appendix F were performed.

Make: King, Model: KF-74A, S/N: 2K422
TSO: C746, Class: 2

Signed: William E. Leppert for Byerly Avionics, Inc.
Repair Station BOE2548C
April 20, 2001  Tech 487753 TAF 487753

I certify that this airplane has been inspected in accordance with annual inspection and was determined to be in airworthy condition.
Tach Time 487753  Hobbs Time
Total Time 487753  Date 4-20-01

Frasca Air Service, Urbana, IL 61801
313-214-9824

5-7-01  Tach 4908.5  Replaced Magnetic compass and turned off

6-7-01  Tach 4961.0  Replaced rear cabin door hinge and
        double reinforced the surrounding area. Installed
        new Ergon Control cover on instrument panel

313-214-9824
Engine

Date: 6/8/01
Tachometer: 4963.37

V207OM
S/N: 28-7890266
Landing S/N: RL32438-36A

Unscheduled Maintenance
1. Removed Starter P/N MZ-4222 S/N 9020488 unknown time (logs not available)
2. Installed overhauled starter P/N MZ-4222 S/N A103030 overhauled by Aerotech of Louisville Inc.C.R.S.
   PUJR433N under W.O. 58399 (see attached form 8130-3)

With respect to the work performed, this engine is determined to be in airworthy condition and is approved for
return to service. Pertinent details of the repair are on file at this repair station under
S.O.#53 7482
Date 6/8/01
Signed ____________________________

Executive Beechcraft STL Inc.
Spirit of St. Louis Airport-532 Beechcraft Dr.
Chesterfield, MO. 63005-(636)332-4800
FAA Certificated Repair Station No. DEBR152D

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.)

TODAYS
TOTAL
TIME IN
SERVICEx

DATE RECORDDING TACH TIME FLIGHT TIME IN SERVICE

28-01 Tach 4982.4 THAF 4982.4 C/W 100 hr inspection TAW PA28-181
Inspection report installed new air door growels in carb airbox
replaced alternator belt, removed remaining wing walk and installed
new wing walk materials, replaced elevator Trim Tab barrel, bushings
and attach wires. C/W AD 76-07-12 by inspection of ignitions wire
C/W AD 95-29-18 by inspection of all cooler hoses, ELT was installed
TAW FAR 91.207(d)

I certify that this aircraft has been inspected in accordance with 100hr inspection and was determined
to be in airworthy condition.

Tach Time 4982.4 : h:h Time
Total Time 4982.4 Date 6-28-01

__________________________
Frasca Air Services, Urbana, IL 61802

356523068 TA
<table>
<thead>
<tr>
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<th>Flight</th>
<th>Time in Service</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-10-01</td>
<td>Tach 5080.1</td>
<td></td>
<td></td>
<td>TTAF 5080.1 Replaced nose wheel steering horn PN 63300-008, steering stop bolts and shims, daughter road end bearing. Installed new rudder bar Assy PN 63419-000 and connector arm Assy PN 66661-000. Aircraft was test flown and found OK for return to service.</td>
</tr>
<tr>
<td>8-12-01</td>
<td>Tach 5080.1</td>
<td></td>
<td></td>
<td>TTAF 5080.1 CIW 100 hr Inspection FAR 21-18</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>Inspection report CIWA 76-07-12 by inspection of ignition switch CIWA 76-13 by inspection all cooler hoses ELR. Inspected with FAR 91.576.)</td>
</tr>
<tr>
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<td></td>
<td>I certify that this aircraft has been inspected in accordance with 100 hr inspection and was determined to be in airworthy condition.</td>
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<td>Tach Time 5080.1 H:bb: Time</td>
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<td>Total Time 5080.1 D to 8-22-01</td>
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<td>Signature:</td>
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<th>Time in Service</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>10-3-01</td>
<td>Tach 5122.2</td>
<td></td>
<td></td>
<td>Installed new thrust cable PN 955-350. Aircraft OK for return to service.</td>
</tr>
<tr>
<td>10-11-01</td>
<td>Tach 5124.4</td>
<td></td>
<td></td>
<td>Installed new nose wheel steering horn PN 63300-04. Bungee Assy PN 35262-02 on right side and shiny damper rod end bearing. Replaced nose wheel tire with new Conti 6x6x4 Yc.</td>
</tr>
<tr>
<td>10-18-01</td>
<td>Tach 5153.1</td>
<td></td>
<td></td>
<td>Replaced left and right main tires. Installed new brake disc and linings on right side.</td>
</tr>
<tr>
<td>10-14-01</td>
<td>Tach 5180.4</td>
<td></td>
<td></td>
<td>TTAF 5180.4 Performed 100 hr Inspection. Serviced aircraft battery. Serviced wings and flaps. Inspected and lubricated landing gear. Inspected and lubricated flight controls. Adjusted altimeter cable tension. Inspected flight control system. (cont)</td>
</tr>
<tr>
<td>Date</td>
<td>Recording Time</td>
<td>Time in Service</td>
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</table>

**RECORDING TIME**

- **ENGINE CONTROL** field, NAD 09-18-1
- **Data for Apparent at 5680.4 Tach NAD. NAD 59.2076**
- **BT Inspection** NAD 76-07-12 by each check of ignition switch NAD 95-26-13 by inspection of oil cooler hoses.
- **Spares built head was replaced with 65961-00**

**Hobbs Time**

- **Tach Time 5180.4**
- **Hobbs Time 302**
- **Total Time 5180.7**
- **Date 12-14-01**
- **Frasca Air Services, Urbana, IL 61802**

**6-21-02 Tach 5280.4 Replacement Trim Toe Left Eff+**

**6-26-02 Tach 5308.1**

**Replacement Right and Left Main Tires. Replaced leak brake pads. Installed new ELT battery as scheduled.**

**AIRFRAME**

- **Frasca Air Services, Urbana, IL 61802**
- **AP3666-23068**

**6-21-02 Tach 5280.4 Replacement Trim Toe Left Eff+**

**6-26-02 Tach 5308.1**

**Replacement Right and Left Main Tires. Replaced leak brake pads. Installed new ELT battery as scheduled.**

**AP3666-23068**

**Battery EP 7-04**
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<tbody>
<tr>
<td>8-27-02</td>
<td>53681</td>
<td></td>
<td>Tach 53681: Installed overhauled fuel sending unit. Inspected right side fuel tank and checked fuel tank and ops checked fuel gauge. Aircraft OK for return to service.</td>
</tr>
<tr>
<td>8-29-02</td>
<td>53697</td>
<td></td>
<td>Tach 53697: Installed new strike mesh tube in left wing tip. Ops check good. Signed. AP53662868</td>
</tr>
<tr>
<td>9-5-02</td>
<td>53826</td>
<td></td>
<td>Tiaf 53826: Completed annual inspection. Inspected electrical system. Installed new battery cover. Inspected airframe structure. Installed new com antenna. Inspected and tested flight controls and landing gear. EIV 6014 AD 76-07-12 ops check of ignition switch. C/W AD 95-06-13 inspection of oil cooler hoses. C/W FAR 91 207(c) by inspection of ELT. I certify this airplane has been inspected in an annual inspection and found to be in an airworthy condition. Signed: AP53662868</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>12-9-02</td>
<td>5333</td>
<td></td>
<td>Removed old ELT. Installed new. Signed: FAA form 337 and ICA which is now a part of the aircraft maintenance requirements. Signed: AP5362868-1A. Tested 3-09</td>
<td></td>
</tr>
<tr>
<td>12-03</td>
<td>5492</td>
<td></td>
<td>Returned nose wheel. Signed: FAA form 337. Signed: AP5362868-1A. 03-13-03</td>
<td></td>
</tr>
</tbody>
</table>
The attitude altimeter has been tested in accordance with FAR 43, appendix E, para (b) to an altitude of 20,000 feet MSL.

Make: United
Model: 570423
s/n: 287146
TSO: C061

Refer to W.O. 1142, Dated 12-28-63.

Signed: William Stamm
Byerly Avionics, Inc.
Repair Station BOE2548C

The ATC transponder tests and inspections required by FAR 43 appendix F were performed.

Make: King
Model: 150-2TA
s/n: 2417
TSO: C748 - Class 2

Signed: William Stamm
Byerly Avionics, Inc.
Repair Station BOE2548C

3-10-2003 N2070M Tach 5480.1 TTAF 5480.1

Performed 100 hour inspection in accordance with Piper PA28-181 inspection report. Installed new G-35 battery S/N 007994441. Checked aircraft lighting for proper operation and inspected electrical system.

Serviced and inspected wheels and brakes. Inspected landing gear and attach structure. Serviced nose gear strut. Lubricated and inspected flight controls. Inspected airframe structure. Removed #1 Nav head, King KY 209 P/N 0066-3056-01 S/N 5209 for repair and installed loaner unit. C/W FAR 91.207 (d) by inspection test of ELT. C/W AD 76-07-12 R1 ignition switch test. C/W aircraft lubrication chart.

I certify that this Airframe has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. James G. Schuler 32877610 A&P Frasca Air Services Inc.

6-24-03 Tach 5530.3 Replaced left main tire with

an Edo 600-6 fully cleaned and packed wheel, bearings and tire for return to service.

AP336623068

7-24-03 Tach 5570.3 Installed new copilots side

visor.

RN 65866-000 4/18/03 AP336623068
Log Book Insert  ENGINE

Make  912R  Date  8/6/03  Signature  FLIGHT SUPPORT
Model  203/2C1  W.O.  912-07
S/N  28-7936226  Act.  SSNY  0-4
Reg.No.  N-203622  Ldgs.  1

REMOVED STARTER PN M24222 SN M103620 AND INSTALLED OVERHAULED STARTER
PN M24222 SN M11240. CRS CHECKED OK.

The aircraft, airframe, aircraft engine, propeller, or appliance 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 repairs are on file at this repair station.

OFP016 12/92
Signature Flight Support  FAA Certified Repair Station
Location  CRS UD2R209L

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<tbody>
<tr>
<td>8-14-03</td>
<td>5590.5</td>
<td>Tach</td>
<td>Installed new 610D6.66py Tire on Right main wheel</td>
<td>Replaced brake pads 65-105 on Right main. Aircraft ok for return to service.  Written 36628062IA</td>
</tr>
<tr>
<td>8-25-03</td>
<td>5603.5</td>
<td>Tach</td>
<td>Installed Directional Gyro PN 52/514 SN 78607 F. Cleaned air lines and replaced vacuum system filters PN RA D9-18-1 and RAB3-1. Installed overhauled Vacuum Pump PN 211C. SN 105220 Aircraft was Flight Tested and checked good ok for return to service. Written 36628062IA</td>
<td></td>
</tr>
</tbody>
</table>
| 10-23-03 | 5600 | Tach | Replaced lift brackets % 164-07000 and wings 066-105000. Off loaded. OK | Written 3383215824
<table>
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| 19    | CW AD 76-07-12 R1 |        |                       | Ignition switch test. CW AD 95-26-13 by replacing oil cooler hoses. New ADs 13/4700-52A-0010-1  124 Pool-8CR-0300. 1/4(b)(2) of AD 100hr. inspection no longer applicable until replacement due 2012 or 6707.0 TTA.
|       | 38743  | Hobbs Time | 5707.0 | Date: April 7 2004 |
Flight Controls and related Section

10-24-05 Tech 5730 TT 5070

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

Frasca Air Services, Urbana, IL 61802

Date 10-24-05

Total Time 373.0

Hrs: 0.0

Signed: (Signature)

Eldridge, [Signature]

Date: 10-24-05

Tech 5730 TT 5070

10-24-05 Tech 5730 TT 5070

The ACU was checked and found to be in good working order.

The servo latch for the lift of the nose gear was found to be in good working order.

The servo latch for the extension of the middle gear was found to be in good working order.

The servo latch for the extension of the rear gear was found to be in good working order.

The servo latch for the extension of the front gear was found to be in good working order.

The servo latch for the extension of the rear gear was found to be in good working order.

The servo latch for the extension of the front gear was found to be in good working order.

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<th>Description of Inspections, Tests, Repairs and Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-01</td>
<td>5:485:57</td>
<td></td>
<td></td>
<td>0. Replace both main tires with Cordova 6:00x6x4ply tires.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>0. Service both main tires w/nitrogen.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Robert D. Collard</td>
</tr>
</tbody>
</table>

7 Airport Rd. Savoy, IL 61874  
(217)331-7700  (800)747-4777  
Certified Repair Station #BONR551C

N2070M  6-8-2006  5788.3 HRS TACH.  3718.7 HOBBs

- I CERTIFY THE ALTIMETER/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER HAS BEEN TESTED TO 20,000 FT.
- PILOT ALTIMETER P/N 5934P3 S/N 389193

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #17127A.

THOMAS S. WINN, REPAIRMAN
This aircraft transponder has been tested IAW FAR91.217 and .413 and meets all specs. END.

Transponder  King Kt-78A s/n2422

TSO C74b Class 2

I certify that this work has been inspected and determined to be in airworthy condition and approved for return to service with respect to the work performed. End.

Repair Station: BOER548C
Signature: [Signature]

<table>
<thead>
<tr>
<th>Date</th>
<th>TACH</th>
<th>FLIGHT</th>
<th>TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-13</td>
<td>5808.3</td>
<td>Hobbs 3719.6</td>
<td>Tach: 5789.13</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Removal directional gyro Mitchell PN 52059
Installed new Mitchell PN 52059 Model 4000 C
Date: 10-26-1963
Signed check OK, Mkt. 48 gal.

8-31 5826.58 Tach time
General KT 78A Transponder for repair:
PN 33540254

Remarks
<table>
<thead>
<tr>
<th>Date</th>
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<th>Total Time in Service</th>
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</thead>
<tbody>
<tr>
<td>19</td>
<td>21-06</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Justified transponder A1786.4 after repair from  
AirCentre, 6/29/82. Made operational  

ASP 335408259  
RC Ollman  

Date: 11/09/06, Total Time: 5847.30, Tach Time 5847.30  
1. Annual Inspection, lubed and inspected per Piper Inspection Report 230 1039 and AC43.13  
2. Replace tank vent tube and vent hose on left main fuel tank w/new Piper p/n  
3. Clean and pack all wheel bearings  
4. Replace both brake pads on right gear  
5. Remove and service a/c battery  
6. Bench check elt operations, batteries dated 03-09  
7. C/W A.D. 76-07-12R1, ignition switch (check for off each 100 hours)  
8. Run up and leak checks  

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

DATE: 11/4/06 TOTAL TIME IN SERVICE: 5847.30  

Signature: Mike V. Burgett  

Cert. No. 1588827  

| Date     | Recording Tach Time | Today's Flight | Total Time in Service | Description of Inspections, Tests, Repairs and Alterations  
|----------|---------------------|----------------|-----------------------|---------------------------------------------------------------|
| 19       | 5858-67             |                |                       | This aircraft (N2010W) is safe for one time flight  
|          |                     |                |                       | Flight from KSPK direct to Urbana, IL (C191)  
| 29 Aug 2007 | Tach Spec:     |                |                       |  
|          |                     |                |                       | New AirCentre A1786.4. Made operational due to airworthiness  
| 29 Aug 2007 | Tach Spec:     |                |                       |  
|          |                     |                |                       | Try not use. The FAC 1208 (C191)  
|          |                     |                |                       | Air Centre A1786.4  
|          |                     |                |                       |  

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

**N2078M** 9-4-2007 5906.9 HRS. TACH 38961.4 HRS. HOBBS

- I CERTIFY THE ALTIMETER/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER HAS BEEN TESTED TO 20,000 FT.
- PILOT ALTIMETER: P/N 5934P-3 S/N 389193
- ENCODER: P/N D120-P2-2 S/N 54561
- THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX F.
- TRANSPONDER TYPE: KT-78A S/N 2422

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #20574A.

THOMAS S. WINN, REPAIRMAN

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### 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.)

<table>
<thead>
<tr>
<th>DATE</th>
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<th>TODAYS FLIGHT</th>
<th>TOTAL TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/13/07</td>
<td>5932.35 Tech Time</td>
<td>Total Time 5932.35</td>
<td>Hobs: 3891.5</td>
</tr>
<tr>
<td>12/13/07</td>
<td>5938.90 Tech Time</td>
<td>T/H 5938.90</td>
<td>Hobs 3900.4</td>
</tr>
</tbody>
</table>

Date: 1/17/08, Total Time: 5939.28, Tach-Time 5939.28, Hobs: 3900.9

1. Annual Inspection, lube and inspect per Piper Inspection Report 230 1039 and AC43.13-1B - Appendix “D”.
2. Replace fuel tank placards w/new Piper p/n 683-015
3. Replace vacuum garter filter w/ARB3-5-1
4. Clean and pack all wheel bearings
5. Remove and service a/c battery
6. Bench check elt operations, batteries dated 03-09
7. C/W A.D. 76-07-12R1, ignition switch (check for off each 100 hours) ok.
8. 2007-04-19R1, a/c Lycoming cylinders installed
9. Run up and leak checks - ok

Inspected **ELT** system in this a/c according to applicable a/c & ELT manufacturers instructions & applicable FAA guidelines and found it meets the requirements of section 91.207(d).

Date: **1/17/08**

Signed: **D**

Cert. No:**158347**
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.)

I CERTIFY THAT THIS AIRCRAFT HAS BEEN
INSPECTED IN ACCORDANCE WITH AIRCRAFT
AND WAS DETERMINED TO BE
IN AIRWORTHY CONDITION.

DATE TOTAL TIME IN SERVICE
1-7-08 59.32.38

SIGNATURE MIKE W. BURGETT
I.A.A.P.

3/10/08 TACH: 5941.87
Total Time: 5941.87
Nobs: 3804.4

Refurbished Side Left Brake Master Cylinder W/ New Check Valve
Air, 1230, Bleed Left Brake, opes properly G:\\CarrettAircraftAirplane02102008

PERIODIC MAINTENANCE

1990-08 PIPER PA-28-181 S/N:767-7899226 TACH: 5941.87 INSTALLED NOSE WHEEL FAIRING IAW SERVICE MANUAL.
1 INSTALLED LEFT MAIN WHEEL FAIRING IAW SERVICE MANUAL.
1 INSTALLED RIGHT MAIN WHEEL FAIRING IAW SERVICE MANUAL.
1 INSTALLED NOSE BEAR CENTERING SPRINGS IAW SR 1167 DATED 05/06 PART 1. 1 TIGHTENED LOOSE BOLTS BETWEEN
NOSE WHEEL STRUT AND NOSE WHEEL FORK. 1 CERTIFY THE ABOVE WORK WAS PERFORMED AND
INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION ADMINISTRATION REGULATIONS
AND WAS FOUND AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS ARE
ON FILE AT THIS REPAIR STATION.
SIGNED: Lane Pears 1/4/11 Date: 6-3-08

1990-08 PIPER PA-28-181 S/N:767-7899226 TACH: 5952.4 REMOVED NOSE WHEEL, BALANCED
AND REINSTALLED. 1 CERTIFY THE ABOVE WORK WAS PERFORMED AND INSPECTED IN
ACCORDANCE WITH CURRENT FEDERAL AVIATION ADMINISTRATION REGULATIONS AND WAS FOUND
AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS ARE ON FILE AT
THIS REPAIR STATION. SIGNED: Doug Hagen 6-08 Date: 6-16-08
IMAGE AIR Central Illinois Regional Airport at Bloomington-Normal, Bloomington, IL 61704 FAA Approved Repair Station BARNS393

6-27-08 TACH: 5955.91 Nobs: 39185 REPLACED NOSE WHEEL & TUBE
W/P NEW REPLACED SHIMMY DAMPER INSTALLED CLEVELAND P/N:158, P/N: 455-05
S/N:8344 DAMPER WAS HOB NEST REBUILT HOBBING & DASHA RISSING AS RECOMMENDED
W/P NEW TUBE P/N: PMA-81 P/N: PMA-11

6-27-08 TACH: 5958.49 Nobs: 39315 FLIGHT W/ ABOVE MAINTENANCE FLIGHT CHARACTERISTICS ALL NORMAL, AFTER 700

SERVICES OK, 700 OHRS 26/3/08 AIP, 12/3/08 5017
October 1, 2008  Tach: 5968.05  N2070M

1. Replaced left main tire with new Condor 6x6 tire w/new tube.
2. Replaced right main tire with serviceable tire.
3. Replaced quad rings in all three gear struts, and serviced with 5606 hyd. Oil.
4. Replaced both upper and lower main gear torque link bolts.
5. Greased all wheel bearings.
6. Placed shims in left and right main torque links as needed to remove excessive play.
7. Replaced old style bungee steering arms with solid arms, Kit number 764-992.
8. Performed operational check of gear and steering system, found systems to perform properly. All work performed I/A/W Piper Service Manual Ch. 32-20-00 A-D & Ch. 32-10-00 A-C.

Richard A. Delhaye AP335400254 Frasca Air Services

3-16-2009  T.T. 5977.93 Tach: 5977.93  N2070M

Complied with annual inspection i/a/w FAR 43 Appendix D, and Piper inspection report 230 1039.
1. Replaced nose gear cowl fairings.
2. Replaced cabin heat scat tubing due to wear.
4. Performed ELT operational check i/a/w FAR 91.207 (d)
5. Repaired minor damage to battery box.
6. Cleaned rust from stabilator attach brackets, and treated i/a/w SB 856
7. Removed corrosion from rear fuselage skins i/a/w AC 43.13 1B Section 7.
8. Replaced left main wheel bearings and outboard race.
9. Repaired crack in right wing root skin with patch fabricated in the same material and thickness. Work performed i/a/w AC 43.13-1B Ch.4 section 4-57 (4) c&d.
10. Remove rust from cabin step. Repainted, and applied nonskid tape.
11. Replaced nose gear struts fairing assy. #37925-807 & #39725-806.
12. Ad’s checked through 2009-5.
13. Replaced damaged forward nose wheel fairing #37926-03 w/new unit.

I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.

Richard A. Delhaye AP335400254 Frasca Air Services
10-29-2009  Tach 6011.1  Total time: 6011.1

Removed and replaced left balance cable sheath

Field maintenance manual Ch. 2910.00 para. C.1.d

and B.C. Set cable tension and reinstalled wing leading

hardness. Satisfactory turn baffle & Clevis @ left bellcrank.

Checked rigging after chapter 27-10-00 para. E.4.

Checked for proper operation.

Gerald B. O'Brien  AF 83540025-4  Fresca Air Services

FLIGHTSTAR
11-2-2009  6011.01 HRS. TACH 3994.0 HRS. HOBBs

I CERTIFY THE ALTITUDE/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER HAS BEEN TESTED TO 20,000 FT.

PILOT ALTITUDE: P/N 5934P-3  S/N 389193

ENCODER: P/N D120-P2 T  S/N 54561

THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX F.

TRANSPONDER: TYPE KT-78A  S/N 2422

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #24270.

THOMAS S. WINN, REPAIRMAN FOR FLIGHTSTAR CRS# BONR551C
4-16-2010 T.T. 6017.80 Tach: 6017.80 SLA: 39.87 N2070M
Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection Report #230 1039. This form complies with Far 43 para. D.

1. Replaced BA-3 induction air filter.
3. Replaced 3 ea. #484-198 wheel pants clips on right side.
4. Central air filter due for replacement at 6103.5 tach.
5. Checked AD’s thru 2010-07. All are C/W or not due.

I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.

Richard A. Delhaye AP3477475A Frasca Air Services

May 17, 2010 TT: 6022.98 Tach: 6022.98 N2070M
Removed and reinstalled pilot and co-pilot seat belts, after re-webbing by Aviation Safety Products. Mfg. # 500576.

Richard A. Delhaye AP3477475
Frasca Air Services
**June 22, 2010**  TACH: 6034.92  N2070M  
Bled right brake, pilot and co-pilot side. Also bled hand brake. Replenished reservoir. Operational check ok.

Richard A. Delhaye  
AP3477475

**SEPTMBER 28, 2010**  TACH: 6061.79  N2070M  
REMOVED SHIPS BATTERY AND REPLACED WITH NEW GILL 35 # 602407566. BATTERY PURCHASED 7-23-2008 AND PUT INTO SERVICE THIS DATE.  
RICHARD A. DELHAYE  AP3477475

<table>
<thead>
<tr>
<th>TACH TIME</th>
<th>FLIGHT TIME</th>
<th>TACH</th>
<th>TIME IN SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct 30, 2010</td>
<td>Tach 6073.57</td>
<td>Removed and replaced right tire with good servicable condor tire and tube.</td>
<td></td>
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</tbody>
</table>

**4-21-2011**  T.T. 6095.52  Tach: 6095.52  SLA: 77.72  N2070M  
Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection Report #230 1039. This form complies with Far 43 para. D.  
1. Replaced BA-3 induction air filter.  
2. Replaced GE4509L landing light bulb.  
3. Replaced 85342-002 hobbs pressure sending unit. Ops checked ok.  
4. Replaced MS21919-WDG4 clamp on oil pressure line.  
5. Replaced Lt. main tire w/ Condor 600-6 4 ply.  
6. C/W AD2010-15-10 control wheel universal, as per Piper service bulletin no. 1197D. instruction 5B, dimension was .25 in. on Rt. and Lt. yoke shafts.  
7. Checked AD’s thru 2011-08. All are c/w or not due.  
I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.

Richard A. Delhaye  AP34774751A  Frasca Air Services
## Flightstar

7 Airport Rd, Savoy, IL 61874
(217)531-7700 (800)747-4777
Certified Repair Station #BONR551C

### N2070M 5-9-2011 4108.5 HRS. TACH
- PERFORMED DME OPERATIONAL TEST. CLEANED DME ANTENNA & FOUND DME ANTENNA COAX SHIELD FRAYED AT CONNECTOR. INSTALLED NEW BNC CONNECTOR SUPPLIED BY FRASCA.
- PERFORMED OPERATIONAL CHECK OF TRANSPONDER. FOUND ANTENNA COAX DISCONNECT DISCONNECTED. RECONNECTED ANTENNA COAX DISCONNECT. THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IAW FAR 43 APPENDIX F. ALL SATISFACTORY.

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #26360.

RALPH KUCHENBROD, DIRECTOR – STRATEGIC SERVICES
FLIGHTSTAR CORP. CRS# BONR551C

### Table: Description of Inspections, Tests, Repairs and Alterations

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<tbody>
<tr>
<td>September 19, 2011</td>
<td>N2070M Tach: 6153.39</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Richard A. Delhaye AP 3477475
OCT. 21, 2011 N2070M TACH: 6156.61

Removed inop Art. Horizon 52D66 s/n X75359F.
Installed repaired Art. Horizon p/n 52D66
s/n NX53172F. Inst. i/a/w Archer maint. Man.
Ch. 34-00-00 pg. 34-1. Ops checked ok.

Richard A. Delhaye AP3477475 FAS

7 Airport Rd Savoy, IL 61874
(217)331-7700 (800)747-4777 Certified Repair Station #BNR551C Page 1

N2070M 11-22-2011 6163.4 HRS. TACH 4190.2 HRS. HOBBS

• I CERTIFY THE ALTIMETER/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER HAS BEEN TESTED TO 20,000 FT.
• PILOT ALTIMETER: P/N 5934P-3 S/N 389193
• ENCODER: P/N D126-P2-T S/N 54561
• THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX F.
• TRANSPONDER TYPE: KT-78A S/N 2422

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #27020.

Thomas S. Winn, Repairman for FlightStar CR5# BNR551C
5-1-2012  T.T.  Tach: 6177.21  SLA: 81.69  N2070M
Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection Report #230 1039. This form complies with Far 43 para. D.
1. Reinforced cracked trim console cover with stiffeners and painted.
2. Removed ship’s battery, inspected and serviced.
3. Replaced ELT batteries and tested i/a/w FAR 91.207 (d).
5. Replaced frayed left aileron cable, #62701-122. Re-rigged and safetied.
6. Removed corrosion from under battery box by replacing aluminum tray material.
   This is not a major repair, per FAR 43 App. A para. (b).
7. Checked AD’s thru 2012-09. All are c/w or not due.
I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.

Richard A. Delhaye  AP34774751A  Frasca Air Services

July 18, 2012  N2070M  Tach: 6224.01

Removed damaged storm window and replaced
With new unit p/n W-2114. Checked window for proper fit and operation. Window manufactured by
Great Lakes Aero. See approval cert. on next page.

Richard A. Delhaye  AP3477475
** FAA / PMA APPROVED PART **

ITEM: STORM VENT WINDOW
(CLEAR)

PART NUMBER: W-2114

AIRCRAFT MAKE AND MODEL: PIPER PA-28-140, -150, -160, -180, -181, -161, -181,
-182, -276, -201T, R-100, R-200, R-201, R-201T, R-201T, RT-201, RT-201T, R-201T, RT-201T, RT-201T, 5-160, 5-180,
PA-32-260, -300, -301, -301T, R-300, R-301T (SP), R-301T, RT-300, RT-300, RT-300T
PA-34, 200, -201T, 201T, 201T, PA-44-100, PA-44-180
PA-28-201 (HP), -101T, -301T

SERIAL NUMBERS: (20) -140 21750 & UP, (-150, -160, -180, 3565 & UP),
(-151, -161, -181, -201T, -236, ALL), (R-100, R-200, R-201, R-201T, RT-201,
RT-201T ALL), -236 R730001 & UP, (32) -260 867 & UP, -280 40248 & UP,
(-301, -301T, -301T, -301T, R-300, R-301T, R-301T, RT-300, RT-300T ALL),
(34) (-200, -201T, 201T ALL), PA-44-180 & 180T ALL SHS

MANUFACTURE DATE: 07-12-2012 MANUFACTURE CODE: 1178104

FOR CONTINUITY AIRWORTHINESS SEE AIRCRAFT P.O.E. OR SERVICE MANUAL

PLEASE KEEP THIS TAG FOR YOUR LOG BOOK.

---

N2070M NOV. 9, 2012 TACH: 6240.03

REMOVED FAULTY NAV. LITE SWITCH AND REPLACED WITH NEW SWITCH # 587-779.
OPERATIONAL CHECK OK.

Richard Delhaye AP3477475

---

December 5, 2012 N2070M Tach: 6246.49

Removed Gar-Kenyon brake cylinder on co-pilot right side and replaced with Cleveland 10-30.
Bled brakes and checked for proper operation.

Richard Delhaye AP3477475
January 11, 2013  N2070M Tach: 6255.95

Fit and installed pt# 100135. Fit and installed Pt# 100071 and pt.# 100072. Parts provided by Flap Plastics Ltd. And are FAA-PMA approved.

Richard Delhaye AP3477475

January 11, 2013  N2070M Tach: 6255.95

Removed all carpet from cabin floor and tunnel. Removed old foam and residue still attached to Aluminum floor panels. Installed new ¼” sound Proofing with duraseam cement provided by Airtex. Fit and glued new carpet #101458 and #101592 with Duraseam cement provided by Airtex. All carpet and material provided by Airtex and is FAA approved. See Eligibility certs with this Entry. All work performed under FAR 43 app.A Para.c (11). Preventive maintenance.

Richard A. Delhaye AP3477475
March 14, 2013  N2070M  Tach: 6263.40

Installed leather yoke covers provided by Warren Gregoire & Associates LLC. Work performed with reference to the instruction sheet provided. These covers are attached with Velcro and not permanently mounted to the yokes and do not interfere with the mic. switch or trim switch.

Richard Delhaye  AP3477475  Frasca Air Service

May 2, 2013  N2070M  Tach: 6267.82

Removed left main tire due to wear and replaced with a Condor 6:00X6 4ply. Replaced tube with a new Michelin 17.5X6.25+ 6.00-6. Checked rim for cracks and damage. Leak check after assembly. Reinstalled and safetiesed wheel. Tightened brake assy.

Richard A. Delhaye  AP3477475
<table>
<thead>
<tr>
<th>Date</th>
<th>Recording Tach Time</th>
<th>Today's Flight</th>
<th>Total Time in Service</th>
<th>Description of Inspections, Tests, Repairs and Alterations</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-6-2013</td>
<td></td>
<td></td>
<td></td>
<td>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection Report #230 1039. This form complies with Far 43 para. D.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>1. Reinforced cracked trim console cover with stiffeners and painted.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>2. Removed ship’s battery and serviced.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>3. ELT tested i/a/w FAR 91.207 (d) 1-4.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>4. Replaced right main tire with serviceable Condor 6X6 4ply.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>5. Replaced all brake pads with 66-105 pads.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>7. Checked AD’s thru 2013-10. All are c/w or not due.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
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<td></td>
<td>I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.</td>
</tr>
<tr>
<td>6-6-2013 T.T. Tach: 6273.85 SLA: 96.64 N2070M</td>
<td></td>
<td></td>
<td></td>
<td>Richard A. Delhaye AP34774751A Frasca Air Services</td>
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<tbody>
<tr>
<td>12-1-13</td>
<td>Tach 6323.09</td>
<td></td>
<td></td>
<td>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</td>
</tr>
<tr>
<td>12-1-13</td>
<td>Tach 6323.09</td>
<td></td>
<td></td>
<td>Transponder was disarmed, and placarded infl.</td>
</tr>
<tr>
<td>12-1-13</td>
<td>Tach 6323.09</td>
<td></td>
<td></td>
<td>Transponder check is due.</td>
</tr>
<tr>
<td>12-1-13</td>
<td>Tach 6323.09</td>
<td></td>
<td></td>
<td>E.R. C. All. A.P. 3489599</td>
</tr>
</tbody>
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**FLIGHTSTAR**

7 Airport Rd. Savoy, IL 61874
(217)351-7100 (800)747-4777 Certified Repair Station #BONR551C Page 1

N2070M 12-20-2013 4383.4 HRS. HOBBs

- I CERTIFY THE ALTIMETER/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER AND ENCODER WERE TESTED TO 20,000 FEET. THE STATIC SYSTEM WAS LEAK TESTED TO AN ALTITUDE OF 1,000 FEET AGL.
- ALTIMETER MAKE-UNITED INSTRUMENT, P/N-5934P-3, S/N-389193.
- ENCODER MAKE-T.C.I., P/N-D126-P2-T, S/N-54561.
- PERFORMED TRANSPONDER CORRELATION/ENCODER TEST.
- THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX F.
- I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #AV-509.

Claude Stump, Repairman for FLIGHTSTAR CORP. CRS# BONR551C
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February 11, 2014 N2070M Tach: 6325.67

1. Replaced missing cabin light cover.
2. Replaced overhead fresh air vent and aeroduct
   In aft fuselage.
3. Replaced missing cabin placards.
4. Trouble shot DME-NAV1 operation.
5. Replaced cabin door wind lacing.
6. Replaced throttle quadrant cover.

Richard A. Delhayé  AP3477475

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May 6, 2014 N2070M Tach 6337.13

Removed right main tire and replaced defective tube.
Checked tire for damage and found none. Torqued
Wheel bolts to 150 inch pounds. Aired tire to 25 lb.

Richard A. Delhayé  AP3477475

6-25-2014  T.T.  Tach: 6351.82  SLA: 77.97  N2070M

Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection
Report #230 1039. This form complies with Far 43 appendix D.
1. Removed ship’s battery and serviced.
2. ELT tested i/a/w FAR 91.207 (d) 1-4.
3. Checked AD’s thru 2014-12. All are c/w or not due.
I certify that this aircraft has been inspected i/a/w annual inspection and was
determined to be in airworthy condition.

Richard A. Delhayé  AP34774751A  Frasca Air Services
### July 14, 2014  N2070M  Tach: 6353.76

Removed defective pilot side shoulder harness, and  
Replaced the same unit # Pacific Scientific no. 454-680.  
Checked inertia reel for proper operation.

Richard A. Delhaye  AP3477475  
Frasca Air Services

### August 13, 2014  N2070M  Tach: 6356.01

Removed Mitchell model 5000E-8 s/n X53172F.  
Installed Mitchell model 5000E-8 s/n X75359F  
Operational checked ok.

Richard A. Delhaye  AP3477475  
Frasca Air Services

### Jan 5, 2015  N2070M  Tach: 6372 - 67

Replaced AAA battery in Astratech Chronometer, ops checked OK.

S. A. Addison  A.P. 3489599  
Frasca Air Services Inc.

### MARCH 16, 2015  N2070M  TACH:6384.16

Removed nose tire and replaced with new 6X6  
6 ply Air Hawk, and new tube (Aero Classic 6X6).

Richard A. Delhaye  AP3477475  
Frasca Air Services
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<tr>
<td>06/04/2015</td>
<td>N2070M Tach 6393.9</td>
<td></td>
<td></td>
<td>Replaced Attitude Gyro w/ overhauled unit from Mid-Continent Instruments &amp; Avionics, Sigma-Tek M/N 5000E-8/52066, P/N 23-501-04-2, S/N X88189F. See FAA Form 8130-3 dated 9 Apr. 2015. Work was performed as per Mid-Continent instructions, and FAR 43 Appendix D.</td>
</tr>
<tr>
<td>06/09/2015</td>
<td>N2070M Tach 6395.5</td>
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<td>Replaced left tire with new Condor 6.00-6, 4 ply, and inner tube with Aero Classic 6.00-6. Inflated tire to 24 psi.</td>
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<tr>
<td>07/13/2015</td>
<td>T.T. Tach: 6398.15 SLA: 46.33 N2070M</td>
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<td></td>
<td>Performed normal service to C/W annual inspection. Work performed I/A/W Piper inspection Report #230 1039. This form complies with Far 43 appendix D.</td>
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<tr>
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<td></td>
<td>1. Removed ship’s battery and serviced.</td>
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<td>2. ELT tested i/a/w FAR 91.207 (d) 1-4.</td>
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<td>3. Replaced steering horn #63300-014.</td>
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<td>4. Serviced shimmy damper.</td>
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<td>5. Replaced 3 cherry rivets in right stabilator root.</td>
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<td>6. Replaced rear nav. lite bulb.</td>
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<td>8. Replaced right aileron cable #62701-122. Reset tension and safetied.</td>
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<td>9. Complied with AD 76-07-12R1 Bendix switch. Ops checked ok.</td>
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<td>10. Checked AD’s thru 2015-13. All are c/w or not due.</td>
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<td>I certify that this aircraft has been inspected i/a/w annual inspection and was determined to be in airworthy condition.</td>
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Richard A. Delhaye AP34774751A Frasca Air Services
OCTOBER 13, 2015 N2070M TACH: 6431.95
Removed broken magneto switch and installed new Continental 10-357-200-1 switch. Performed operational check and found to be ok.

Richard Delhaye AP3477475

10-22-2015 N2070M Tach: 6440.76
Removed fuel tanks. Replaced tank vent hoses, and sending unit gaskets, P/N 755D49. Reinstalled tanks, filled with fuel, and leak checked ok. All work was performed I/A/W Piper PA-28-181 Airplane Maintenance Manual.

Steven A. Adkisson AP 3489599 Frasca Air Service

<table>
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<tr>
<td>10-22-2015</td>
<td>N2070M</td>
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**FLIGHTSTAR**

7 Airport Rd. Savoy, IL 61874
(217)351-7700 (888)747-4777 Certified Repair Station #BONR551C Page 1

_N2070M SN 28-7890226_ 4540.9 HRS. HOBBSS 12-18-2015

- I CERTIFY THE ALTIMETER/ALTITUDE REPORTING/STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER AND ENCODER WERE TESTED TO 20,000 FEET. THE STATIC SYSTEM WAS LEAK TESTED TO AN ALTITUDE OF 1,000 FEET AGL.
- ALTIMETER MAKE-UNITED INSTRUMENT, P/N-5934P-3, S/N-389193.
- PERFORMED TRANSPONDER CORRELATION/ENCODER TEST.
- THE ATC TRANSPONDER TESTS REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX F.

I CERTIFY ALL MAINTENANCE ON THIS AIRCRAFT WAS PERFORMED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND WAS DETERMINED TO BE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS WORK ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER #AV-2908.

CLAUDE STUMP, REPAIRMAN for FLIGHTSTAR CORP. CRS# BONR551C

© 1991 ASA
### December 22, 2015 N2070M Tach: 6453.53

Removed ship’s battery and replaced with new Gill-35 serial: G02791035. Voltage checked 12.9 after charge.

Richard A. Delhaye AP3477475
Frasca Air Services

---

### May 20, 2016 N2070M

AD2015-20-13 Has been superseded by AD2016-07-21 which is not applicable due to airframe serial number.

Richard A. Delhaye AP3477475
Frasca Air Service

---

Date: 7/22/2016, Aircraft: N2070M
Piper PA28-181 S/N: 26-7890236  Tach: 6488.6  TT: 6488.6  Shop Order: SPG-16-2242


Complied with the following items:
- Replaced all rod ends on both ailerons, pln 452-335. Replaced R/H wheel outer race and bearing, pln’s 13836 & 13889. Replaced L/H main tire pln 606G41-6.
- C/W FAR 91.207 ELT Condition and operational check. Due July 2017
- C/W Vac reg filter replacement pln B3-5-1. Due @ Tach: 6588
- C/W Bracket air filter replacement pln BA3. Due July 2017
- C/W AD76-07-12R1 Ignition switch ops check. Due @ Tach: 6588

Performed engine run-ups, no leaks noted. Installed all covers, inspection covers, cabin interior and engine cowlings. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

Date 7/22/2016 Signed
Jet Air Inc. CRS # JAFR110F Galesburg, Illinois 61401
Date: 9/15/2016; Aircraft: N2070M
TACH: 6495.7; PIPER PA28-181; S/N: 28-7890226; AFIT: 6495.7; W/O SHI-16-11390
REMOVED AND TESTED AIRCRAFT BATTERY P/N G-35 S/N G02791035. SERVICED AND
I certify that this aircraft has been inspected with reference to the work identified above and was
determined to be in airworthy condition
Date: 9/15/2016; Signed, For Jet Air, Inc.-IOW FAA CRS 12JR009B

7 Airport Rd Savoy, IL 61874
(217)351-7700 (800)747-7777 Certified Repair Station #BONR551C Page 1
N2070M Piper PA-28-181 SH# 28-7890226 11-17-2016 Tach Time: 6510.46

• BLED RIGHT BRAKE SYSTEM. OPS CHECK GOOD. SERVICED BRAKE RESERVOIR WITH 5600 FLUID.

• INSTALLED NEW NOSE WHEEL GOODYEAR 600 X 6 INNER TUBE. INSPECTED NOSE TIRE, FOUND OK
FOR SERVICE. LEAK CHECK GOOD.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH THE
CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION, HAS BEEN DETERMINED TO BE
IN AN AIRWORTHY CONDITION, AND IS APPROVED FOR RETURN TO SERVICE RELATIVE TO THE WORK
PERFORMED. PERTINENT DETAILS OF THIS WORK SCOPE ARE ON FILE AT THIS REPAIR STATION UNDER
THE WORK ORDER NUMBER QA-4179.

for THE FLIGHTSTAR CORPORATION, CRS# BONR551C

Date: 1/15/2017; Aircraft: N2070M
TACH: 6514.7; PIPER PA28-181; S/N: 28-7890226; AFIT: 6514.7; W/O SHI-16-11496
INSTALLED NEW STEERING HORN P/N 63300-014. ADDED NEW SLOTS FOR RUDDER
TRIM SPRING BUNGEES STOP TO BRING RUDDER TRIM MECHANISM LENGTH INTO
SPEC. RIGGED RUDDER CONTROL. NOSE WHEEL STEERING AND RUDDER TRIM.
PERFORMED OPERATIONAL CHECK - NO DISCREPANCIES NOTED AT THIS TIME.
I certify that this aircraft has been inspected with reference to the work identified above and was
determined to be in airworthy condition.
Date: 1/15/2017; Signed, For Jet Air, Inc.-IOW FAA CRS 12JR009B
April 1st, 2017. Piper PA28-181, N2070M, S/N 28-7890226. Tach- and TT, 6519.3. Installed Lycoming O-360-A4M, S/N RL32438-36L with “0” SMOH. Packed wheel bearings, service struts, lubricated all controls, inspect complete exhaust system and cleaned fuel screen. Install New Air Inlet Hose per SAIB-CE-14-23, P/N 99944-02. Installed New Brake Pads. Replaced ELT Batteries, dated 12-2025, Checked ELT as per FAR 91-207D. Checked all AD’s, see attached list. Inspected Oil Cooler Hoses per, AD 95-26-13, replacement due April 2020. Check ignition switch as per AD 76-07-12. Installed New McCauley Black Mac Propeller, Model 1A170, S/N AKJ23010, as per STC#SA779NE. FAA form 337 completed, W&B computed and entered in aircraft Flight Manual. Replaced both Windshields from Great Lakes Aero P/N W-2039-11-250 LH&RH. Installed PG-001 Glareshield. R&R stabilator trim spool and install PSTAB-KT-1 trim kit, with CA63530-100 Barrel, and CA65246-100 shaft. Adjust trim cables as per Piper MM. Installed new pilot side window. Checked all lights. I Certify That This Aircraft Has Been Inspected In Accordance With An Annual Inspection As Per FAR 43 Appendix D And Has Been Determined To Be In Airworthy Condition.

Merle W. Jones 14519891A

INTERIORS UNLIMITED, INC.
5604 Philip J. Rhoads Ave.
Wiley Post Airport, Hanger #3
Bethany, OK 73008

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

Work Order No.: 1-15007  A-3142113 April 12, 2017

SIGNATURE OF AUTHORIZED INDIVIDUAL Certificate Number DATE

Tach Time: Piper PA-28-181
S/N-28-7890226 N2070M

Recovered seats, side panels, replaced all carpets and re-webbed seat belts and shoulder harnesses by Repair Station D41R857Y. All materials used meet or exceed all applicable sections of FAR 23.853.

Leather seats and upper side panels: Citation – Regal Tan
Fabric lower side panels: Leaf Lines – Adler
Seat belts and shoulder harnesses: Fawn
Carpet: Aviator I - Champale

Cessna Aircraft Company
G. Baker Steeves Corp.
BCB Aviation Inc.
Aircraft Interior Products