

THE
adlogTM

**AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM**

**AVIONICS
MAINTENANCE
RECORDS**

DA

2803 North General Aviation Avenue
Springfield, Missouri 65803



Phone: (417) 831-2772
Fax: (417) 831-4261

N214GK
Acraft S/N: 34-8633001

Piper PA-34-220T

10/05
Hobbs: 765.9

**** AIRFRAME ENTRY ****

Removed:
Bendix/King KY 196 Com, KN 53 Nav, & KI 209 Indicator.

Installed:
Garmin GNS 430 COM/NAV/GPS & GA 56 GPS antenna per Garmin installation manual P/N190-00140-02 Rev M 07/2005.
Garmin G1 106A GPS/NAV indicator per Garmin installation manual P/N190-00180-00 Rev B July 1999. Installed above equipment according to A.C. 43.13-1B Chap 7 section 2,4,5 & A.C. 43.13-2A chap 2 para 21-23, 27 & chap 3 para 36, 39 & A.C 20-138A & 14 CFR 91.411 & 91.413 & 91.217.
Revised aircraft weight and balance and supplemental equipment list.
GPS system is to be used for VFR only & aircraft is placarded "GPS not approved for IFR".
There are no additional airworthiness limitations.
Revised aircraft weight and balance and updated aircraft supplemental equipment list.
This Major alteration was documented on FAA form 337 date 1/28/2005

This airframe / engine / propeller / appliance has been inspected and repaired in accordance with current FAA regulations and is approved for return to service. See our work order # 500721 for more details.

Keith J. Bone
Keith J. Bone Avionics Manager CRS VE6R390H

2803 North General Aviation Avenue
Springfield, Missouri 65803



Phone: (417) 831-2772
Fax: (417) 831-4261

N214GK
Acraft S/N: TC-389

Piper PA-34-220T

11/14/05

**** AIRFRAME ENTRY ****

Aircraft was test flown and Right side Garmin GNS 430 GPS system meets the accuracy requirements of A.C 20-138A
Installed in aircraft the approved aircraft flight manual supplement, dated September 7 2005.
Removed the "GPS not approved for IFR" placard.
Aircraft now approved for IFR using the right side Garmin GNS 430 GPS system.
See FAA form 337 same date for details.

This airframe / engine / propeller / appliance has been inspected and repaired in accordance with current FAA regulations and is approved for return to service. See our work order # 500887 for more details.

Keith J. Bone
Keith J. Bone Avionics Manager CRS VE6R390H



Model PIPER PA34-220T

Date 10-24-2011

S/N 34-8633001

Hr. Mtr. 1699.9

Reg. No. N214GK

W/O # AV-10831

501 Airport Road

Jefferson City, MO 65101

CRS: J4YR693J

Removed radar altimeter p/n 066-1048-00 s/n 3354 and radar altimeter indicator p/n 066-3031-01 s/n 3047. Reinstalled radar altimeter p/n 066-1048-00 s/n 3354 repaired serviceable on Honeywell work order AK9462. Also reinstalled radar altimeter indicator p/n 066-3031-01 s/n 3047 tested serviceable on Duncan Aviation work order OXYMA. Installed and tested both units in accordance with Honeywell Bendix/King KRA405 Installation Manual.

This aircraft/article identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Details on file at this Repair Station under the above W/O #.

Signature *K-J Bone*

Date 10/24/2011

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																																																					
			<p><i>Jefferson City Flying Service</i> Model Piper PA-34-220T Date 5/11/12 S/N 34-8633001 Hr. Mtr. 1741.7 Reg. No. N214GK W/O # AV-10995 501 Airport Road Jefferson City, MO 65101 CRS: J4YR693J</p> <p>The altimeter, altitude reporting system & static system test required by 14 CFR 91.411 have been performed. The LH & RH altimeters were tested to an altitude of 25,000 feet. The transponders Garmin GTX 330 s/n 84108545 and Bendix/King KT 76a s/n 15077 have been tested inspected in accordance with 14 CFR 91.413. AD 2005-01-19 n/a by Sw. Ver; AD 98-14-03 n/a by installed s/n</p> <p>This aircraft/article identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Details on file at this Repair Station under the above W/O #.</p> <p>Signature <i>K-J Bone</i> Date 5/11/2012</p>																																																																					
			<table border="1"> <tr> <td>N 214GK</td> <td>Model: PA-34-220T</td> <td>SN: _____</td> </tr> <tr> <td>TAT: _____</td> <td>TAC: _____</td> <td></td> </tr> <tr> <td>Tach: _____</td> <td>Hobbs: 1964.5</td> <td></td> </tr> </table> <p>Removed Altimeter/Accessed Altimeter Direct Static Source Reinstalled Altimeter/Reattached Altimeter Static Source. Reference CMA CRS work order listed below for details of work performed. This/These article/s was/were found to be airworthy and returned to service with respect to work performed on CMA CRS work order 8144.</p> <table border="1"> <tr> <th colspan="2">Altitude Correction Card</th> <th colspan="2">Altimeter SN: W.O. # 8144</th> </tr> <tr> <td colspan="2">Aircraft: N214GK</td> <td># 1</td> <td>Date: 06-07-2014</td> </tr> <tr> <th>Test Alt</th> <th>Indicated Alt</th> <th>Test Alt</th> <th>Indicated Alt</th> </tr> <tr> <td>-1000</td> <td>-20</td> <td>14000</td> <td>0</td> </tr> <tr> <td>0</td> <td>-20</td> <td>16000</td> <td>0</td> </tr> <tr> <td>500</td> <td>-20</td> <td>18000</td> <td>0</td> </tr> <tr> <td>1000</td> <td>-20</td> <td>20000</td> <td>+10</td> </tr> <tr> <td>1500</td> <td>-10</td> <td>22000</td> <td>+40</td> </tr> <tr> <td>2000</td> <td>-25</td> <td>25000</td> <td>+50</td> </tr> <tr> <td>3000</td> <td>-30</td> <td>30000</td> <td></td> </tr> <tr> <td>4000</td> <td>-30</td> <td>35000</td> <td></td> </tr> <tr> <td>6000</td> <td>-30</td> <td>40000</td> <td></td> </tr> <tr> <td>8000</td> <td>-20</td> <td>45000</td> <td></td> </tr> <tr> <td>10000</td> <td>-10</td> <td>50000</td> <td></td> </tr> <tr> <td>12000</td> <td>-10</td> <td></td> <td></td> </tr> </table> <p>I certify that Transponder/s Model number: GTX 330 SN: 84108545 Model number: KT 76A SN: 15077 Encoder: 49 D120-xxA SN: 67562</p> <p>Installed in this aircraft have been tested and found to comply with the requirements of FAR 91.413 (a) and FAR part 43 appendix F and E (c) Altitude reporting data (mode C) tested to 25000 feet. Reference CMA CRS work order 8144 for details of work performed. These articles were found to be airworthy and returned to service with respect to work performed on CMA CRS work order 8144.</p> <p><i>See [Signature]</i> Custom Mobile Avionics LLC CRS # 8CMR693B</p>	N 214GK	Model: PA-34-220T	SN: _____	TAT: _____	TAC: _____		Tach: _____	Hobbs: 1964.5		Altitude Correction Card		Altimeter SN: W.O. # 8144		Aircraft: N214GK		# 1	Date: 06-07-2014	Test Alt	Indicated Alt	Test Alt	Indicated Alt	-1000	-20	14000	0	0	-20	16000	0	500	-20	18000	0	1000	-20	20000	+10	1500	-10	22000	+40	2000	-25	25000	+50	3000	-30	30000		4000	-30	35000		6000	-30	40000		8000	-20	45000		10000	-10	50000		12000	-10		
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			<p>N#- <u>947KG</u> Date- <u>2-14-01</u></p> <p>Kings Avionics, Inc. Station #TF2R185L The aircraft and/or component identified was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.</p> <p>Signature <u>[Signature]</u> Repairman # <u>2270436</u> Hobbs/Tac <u>2315.81</u> W.O. # <u>51388</u></p> <p>Action: <u>Removed A/P Roll Servo. Reinstalled A/P Roll Servo. Repaired Digital Recorder wiring.</u></p>
			<p>N-947KG March 9, 2001 Kings Avionics, Inc Station #TF2R185L</p> <p>Removed the GPS-155XL, KNS-81, KY-196, and power supply. Installed a new Garmin GNS-430 per manufacturer prints and drawings. See Form 337 and Weight & Balance this date for additional information. The GPS is VFR only awaiting Flight Manual Supplement approval.</p> <p>Signature <u>[Signature]</u> Repairman #2347550 W.O. 66313</p>

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			<p>N#- <u>412GK</u> Date- <u>3/31/04</u></p> <p>Kings Avionics, Inc. Station #TF2R185L The aircraft and/or component identified was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.</p> <p>Signature <u>[Signature]</u> Repairman # <u>2629904</u> Hobbs/Tac <u>547.0</u> W.O. # <u>57132</u></p> <p>Action: <u>Replaced 14v to 28v Converter AND C/B for RADAR. Ran new power wires. RADAR GND Checked OK</u></p>																																																																																		
			<p>LEFT</p> <table border="1"> <thead> <tr> <th rowspan="2">ALT. READS</th> <th colspan="2">SCALE CORRECTIONS</th> <th rowspan="2">ALT. READS</th> <th colspan="2">ALTIMETER NO.</th> </tr> <tr> <th>Room °C Temp.</th> <th>Low °C Temp.</th> <th>Room °C Temp.</th> <th>Low °C Temp.</th> </tr> </thead> <tbody> <tr> <td>-1000</td> <td>+15</td> <td></td> <td>14000</td> <td>-45</td> <td></td> </tr> <tr> <td>0</td> <td>-10</td> <td></td> <td>16000</td> <td>-60</td> <td></td> </tr> <tr> <td>500</td> <td>-15</td> <td></td> <td>18000</td> <td>-70</td> <td></td> </tr> <tr> <td>1000</td> <td>0</td> <td></td> <td>20000</td> <td>-100</td> <td></td> </tr> <tr> <td>1500</td> <td>-10</td> <td></td> <td>22000</td> <td></td> <td></td> </tr> <tr> <td>2000</td> <td>-10</td> <td></td> <td>24000</td> <td></td> <td></td> </tr> <tr> <td>3000</td> <td>-20</td> <td></td> <td>30000</td> <td></td> <td></td> </tr> <tr> <td>4000</td> <td>0</td> <td></td> <td>35000</td> <td></td> <td></td> </tr> <tr> <td>6000</td> <td>-25</td> <td></td> <td>40000</td> <td></td> <td></td> </tr> <tr> <td>8000</td> <td>-20</td> <td></td> <td>45000</td> <td></td> <td></td> </tr> <tr> <td>10000</td> <td>-25</td> <td></td> <td>50000</td> <td></td> <td></td> </tr> <tr> <td>12000</td> <td>-25</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>TESTED BY: <u>R King</u> DATE: <u>1/13/05</u></p>	ALT. READS	SCALE CORRECTIONS		ALT. READS	ALTIMETER NO.		Room °C Temp.	Low °C Temp.	Room °C Temp.	Low °C Temp.	-1000	+15		14000	-45		0	-10		16000	-60		500	-15		18000	-70		1000	0		20000	-100		1500	-10		22000			2000	-10		24000			3000	-20		30000			4000	0		35000			6000	-25		40000			8000	-20		45000			10000	-25		50000			12000	-25				
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			<p>2803 North General Aviation Avenue Springfield, Missouri 65803</p> <p>N214GK Act S/N: 34-8633001</p> <p>Recertified Left and Right Altimeter, #1 and #2 A of 14 CFR 91.411 & 91.217. The Altimeters were</p> <p>Recertified Garmin Transponder model GTX 330. AD 98-14-03 is N/A by S/N 84108545.</p> <p>This airframe / engine / propelle accordance with current FAA re See our work on</p> <p><u>[Signature]</u> Keith J. Bone Avionics Manager CRS VE6R390H</p>																																																																																		