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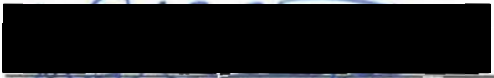

Sonoma Jet Center

6000 Flightline Dr.
Santa Rosa, Ca. 95403

Date: 8/20/2015; Aircraft: N9362P; Type: Piper; S/N: 24-4862; Tach: 214.20; Total Time: 5284.20; Engine - Type: IO-540-N1A5, S/N: L-7615-48, Time: 179.30, SMOH: 179.30; Prop - Type: HC-E2YR-1BF, S/N: DK2086B, Time: 179.40, SMOH: 179.40

Performed an airframe annual inspection per FAR 43 Appendix D and Piper PA-24 -260 Inspection guide. Opened all exterior and interior inspection panels and lubed flight controls as required. Inspected tail, lubricated controls; inspected rear fuselage; inspected flap controls. Performed landing gear operational check and emergency extend check. Inspected all interior structures in fuselage and wings. Reinstalled all interior inspection panels and seats. Reinstalled all exterior inspection panels. Altimeter checked by Precision Static Testing and found to be within limits. Replaced ELT batteries; next replacement due by 8/2020. ELT inspected and tested per FAR 91.207 (d) (1-4) with no defects noted. Replaced ELT remote switch battery; next replacement due by 8/2020. Replaced fuel sump screen with new part from Webco. Complied with AD 75-12-06 Forward Fin Spar Cracks by inspection per AD instructions with no defects found; next compliance due at 5384.2. Complied with AD 2011-26-04 by inspection per AD instructions with all lines found to be secure; next compliance due at 5384.2. Complied with AD 77-13 -21 paragraph (b); Installed new bungee's on both landing gear; next paragraph (b) inspection due by 8/2016.

I have inspected this aircraft in accordance with an annual inspection and have found it to be in airworthy condition.


John A. Clements A&P 

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Performed an engine annual inspection per FAR 43 Appendix D and Piper PA-24-260 Inspection Guide. Performed compression test of engine: #1) 76/80, #2) 79/80, #3) 75/80, #4) 78/80, #5) 78/80, #6) 78/80. Drained oil; removed and inspected oil filter - no contamination noted. Installed new Champion CH48110-1 filter and safetied. Checked and adjusted magneto timing to engine specification. Cleaned and gapped spark plugs; replaced #2 lower plug with new Champion REM 40E. Checked and cleaned finger screen. Borescoped cylinders. Serviced engine with 10 qts Aeroshell W100 Plus oil.

I have inspected this engine in accordance with an annual inspection and have found it to be in airworthy condition.


John A. Clements 

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