

Annual inspection 12-2017

N7787Y PA-30 SN 30-870

12-8-2017 Hobbs reads 917.0 hrs. 6571 TTAF hrs.

100 hr airframe inspection C/W using Piper Service Manual & checklist. Aircraft put on jacks, checked landing gear retract system, oil level and oil

C/W Piper SB 1160. Installed new torque tube bearings part #(2) 452-363, (2)502-343 bolts, (2)AN-63A bolts, (2)AN5-56A bolts, (2) AN24-46A bolts, (4) AN175C32A bolts..

Installed 2 new bushings 452-376 in stabilator trim drum assy... Removed rudder trim mechanism, cleaned jack screw and tube. Lubed with poly grease... Up date battery box with Bogert parts STC SA3531NM. New Gill G-35 battery installed... Airspeed recertified for PA-30 by Century Instruments S/N 924 W/O K1534879. Altimeter O/H certified by Century Instruments W/O # K152859..

SoundEX sound proffing installed sides & floor...

Pointer ELT ops check IAW FAR 91.207d. battery due May 2018

AD 77-13-21 1000 hr inspection due 7028 TT airframe or hobbs 1102 hrs.

Bungee cords due 12-27-2019

AD-79-12-08 C/W 12-8-201783-10-01R1 C/W 12-8-17 hobbs 917, 6571 TT AF..

AD-94-13-210 C/W SB-1160.

AD-97-01-01R1 due by hobbs 1102 hrs or 6755 TT AF..

AD-04-21-05 C/W heater OH 5-16-2016 by Aircraft Heating, Redding CA, W/O 10120001...

AD-04-25-16R1 C/W 12-8-17 next due 12-2018

Annual inspection 12-2016

See atch sheet:

Only damage history date 1965 right wing tip and engine nacelle 337 11-3-1965.

Aircraft flies great. I put 49 hours of cross country flying, very stable, does not drift off heading. Auto pilot will hold heading. Roll and pitch servo's active but need work.

There are NO cracks in the wing skins. No hail or surface dents. The paint has some type of over spray on the surface, The landing gear is good, the electric harness looks like it was replaced some time ago. Fuel cells are original, not leaking but the previous owner always keep the fuel cells topped off. Flap tracts needs to be replaced, I will be taking care of that soon in 2018.

Aircraft records are complete using the adlog system . Original logs from day one.

Freedom Air Avionics, Denver, CO. repaired the MAC-1700 and bench checked the king 170B. Both nav-coms working great.

George Ahlsten