

ENGINE LOG





Muncie Aviation Company
An Employee Owned Company



TEBm
DAHNER

<u>Reg. Mark</u>	<u>Hobbs/Tach</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>	<u>ETSN</u>
N6891S	47.1	Lycoming	TSI0540-AE2A	L-1467-61A	47.1

1. Completed 1st 50 hour inspection IAW Piper Inspection Checklist PA-46-350P p/n 765-040.
2. Drained oil, took sample, removed, cut oil filter open and inspected filter no defects noted. Replaced and safetied filter with new, p/n CH48103-1. Serviced with 11 qts Phillips 20W50 X/C
3. Reconnected #6 CHT probe wires and wrapped in nonconductive tape.
4. Retorqued cylinder return line hose clamps to 20 inch lbs. Leak check good Ref. Lycoming service manual TIO 540-AE2A.
5. Operational and leak check of above items found to be satisfactory.

See AD listing dated 10/11/2022.

I certify that this Engine has been inspected in accordance with a 1st 50 hour inspection and was determined to be in airworthy condition. The aircraft/component identified above was repaired and inspected in accordance with current regulations of Federal Aviation Agency, approved for return to service.

Details for the repair/inspection are on file at this C.R.S under Shop Order No. S-22-2507

Date: 10/11/2022 Signed: C.R.S Inspector for Muncie Aviation Company
CRS#AJVR135C, Muncie, Indiana 47303 765-289-7141

<u>Total To</u> <u>Carry Forward</u>		
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Certificate No.

12/01/2022

HM: 91.3

N6891S

PA46-350P

SN 4636807

Drained oil and took sample. Removed oil filter and inspected, No defects noted at this time. Installed a new CH48103-1 Oil filter and added 11 quarts Phillips Victory 20W-50. Ran engine and leak checked. No leaks noted at this time.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No 21986.

Matt Weston

INSP.
#32

Date Signed 12/01/2022:

Des Moines Flying Service,
FAA CRS G9CR485J

ENGINE LOG

Aircraft: N6891S

AIRFRAME
HOBBS: 132.4



Aircraft S/N: 4636807

Piper PA-46-350P
Date: 3-5-2023
VVJC W.O. # SO-23-0635

Drained oil and replaced with 9 qts. Of Phillips 20-50W Oil. Replaced oil filter with Champion CH48103-1 and safety wire. Cut open oil filter for analysis, no contaminants found. Collected oil sample for analysis. Ran engine and no leaks noted. **I certify that this aircraft was maintained in accordance with 14 CFR 91.409(f)(3) and was found to be in an airworthy condition.**

A handwritten signature in black ink that appears to read "David Buechel".

David Buechel A&P 4556117

Vail Valley Jet Center, Aircraft Maintenance Department, Gypsum, CO

Email: amx@vvjc.com, Phone: 970-524-4003 Fax: 970-524-9428



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04/17/2023

Hour Meter: 180.3

N6891S

PIPER PA-46-350P

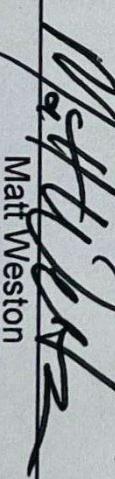
SN: 4636807
TOTAL: 180.3

ENGINE LOG

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil. Ran engine, no leaks noted at this time.
2. Complied with AD 2015-19-07 Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency. **INSPECTION WORK ORDER NO. 22120**

Date Signed 04/17/2023:


Matt Weston



Des Moines Flying Service

FAA CRS G9CR485J

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05/31/2023
Hour Meter: 226.7

N6891S

PIPER PA-46-350P

SN: 4636807

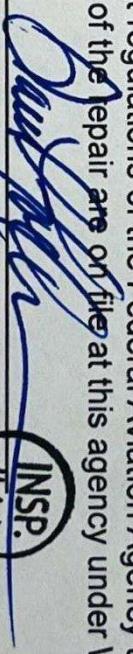
TOTAL: 226.7

ENGINE LOG

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil. Ran engine, no leaks noted at this time.
2. Complied with AD 2011-06-10 eff 5/6/2011 by removing and replacing TIT probe 686-216 with new unit. This is a reoccurring AD due again no later than 476.7 AFTT.
3. Troubleshoot Ignition system and determined RH magneto harness shorted inside cap. Removed and replaced RH ignition harness with new P/N M2966R assembly

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No.22120

Date Signed 05/31/2023:


Daniel Folkers


INSP.
#44

Des Moines Flying Service

FAA CRS G9CR485J

ENGINE LOG

The aircraft, airplane, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 22179
Date Signed 06/14/2023: John S. Bunker #44

Daniel Folkers

Des Moines Flying Service FAA CRS G9CR485J

FAA CRS G9CR485J



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Re No.

04/17/2023

Hour Meter: 267.0

N6891S

PIPER PA-46-350P

SN: 4636807

TOTAL: 267.0

ENGINE LOG

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil. Ran engine, no leaks noted at this time.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order №.22237.

Date Signed 07/20/2023: Matt Weston

Matt Weston

INSP.

#32

Des Moines Flying Service

FAA CRS G9CR485J

ENGINE LOG

Date	Engine Time This Date	Engine Time Since Major	Recorder Reading	Maintenance
08/29/2023	Hour Meter: 323.1			
	N6891S	PIPER PA-46-350P	SN: 4636807	
			TOTAL: 323.1	
				INTERNATIONAL AIRPORT PO BOX 35126 – DES MOINES, IOWA 50315- 0302 TELEPHONE (515) 256-5300 – FAX (515) 256-5537 dmfs.com
				DES MOINES FLYING SERVICE
				
				ENGINE LOG
				1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil. Ran engine, no leaks noted at this time. No.22273.
				The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No.22273.
				Date Signed 08/29/2023:  Jacob Marschel INSP. #45
				Des Moines Flying Service FAA CRS G9CR485J
Total To Carry Forward				



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cate No.

Date 09/15/2023

N6891S

PA46-350P

4636807

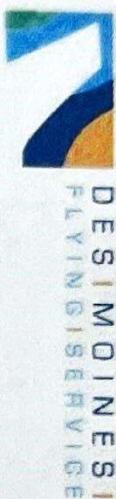
HOBBS: 336.6

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
	LYCOMING	TIO-540-AE2A	L-14671-61A	336.6

ENGINE COMPRESSION CHECK					
Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 6
<u>80</u>	<u>80</u>	<u>78</u>	<u>79</u>	<u>80</u>	<u>80</u>
80	80	80	80	80	80

Complied an Annual Inspection in accordance with Piper PA46-350P Maintenance Manual 761-876
dated March 25, 2021 Chapter 5-20-00 inspection checklist.

1. Complied with *AD 2015-19-07* Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
2. Complied with *Piper SB 1012* dated 2-4-1998 and *Lycoming SB 521* dated 02/10/1995, inspection of exhaust system slip joints for proper engagement and inspection of Marmon flange joint transition inlet per instructions. No defects were noted at this time. Due each 250 hours or annually whichever comes first.
3. Complied with *Lycoming SB 531C* dated 03/10/2000, no defects noted at this time. Due Each 250 hours or annually whichever comes first.
4. Changed engine oil. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips 20W50 Victory. Ran engine, no leaks noted at this time



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04/08/2024

N6891S

PIPER PA-46-350P

TOTAL: 422.2

SN: 4636807

Hour Meter: 422.2

ENGINE LOG

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil. Ran engine, no leaks noted at this time.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order №.22533.

Date Signed 04/08/2024: Kurt Gabriel

INSP.
#16

Des Moines Flying Service

FAA CRS G9CR485J

Total To
Carry Forward





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rtificate No.

05/21/2024 HOBBS: 440.0 TACH: N6891S PIPER PA-46-350P TOTAL: 440.0 SN: 4636807

ENGINE LOG

1. Removed all engine cowling's. Performed general inspection of Turbo charger waste gate and turbo charger controller. No discrepancies noted. Removed waste gate and functionally bench tested, no discrepancies noted. Found both upper and lower waste gate steel gaskets blown and waste gate alignment miss-matched with mating surfaces. Lubricated all waste gate pivot locations and reinstalled waste gate using new steel gaskets. Normal readings found on ground.
2. Removed upper cowling and upper spark plugs. Checked LH and RH mag to engine timing, found LH mag timing 18deg BTDC. Adjusted as required. Ground run found LH mag drop at 70 RPM and RH mag drop at 70 RPM. All systems normal.
3. Complied with AD 2015-19-07, Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No.22575

Date Signed 05/21/2024:

INSP.
#44

Daniel Folkers

Des Moines Flying Service

FAA CRS G9CR485J



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ice

Date 06/21/2024 N6891S PA46-350P 4636807 HOBBS: 467.3
Lycoming TIO-540-AE2A L-14671-61A

- Complied with AD 2015-19-07 Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
- Complied with 250 Hour TIT probe replacement. Installed new TIT probe PN 686-216 IAW Piper PA-46-350P Maintenance Manual 77-20-00. Operational check satisfactory.
- Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W50 oil.
- Installed new V-Band Coupling Gasket PN 78084 located between cylinder 4 and 6 transition

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order № 22608 and 22609.

Date Signed 06/21/2024:



Josh Boyd

INSP.
#24

Total Des Moines Flying Service FAA CRS G9CR485J
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and Remarks



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08/01/2024

Hour Meter: 516.7

N6891S

PIPER PA-46-350P

TOTAL: 516.7
SN: 4636807

ENGINE LOG

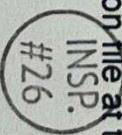
1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips Victory 20W/50 oil. Ran engine, no leaks noted at this time.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order №.22652.

Date Signed 08/01/2024:

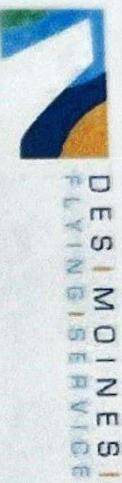
Kurt Gabriel

Kurt Gabriel



Des Moines Flying Service

FAA CRS G9CR485J

ENGINE INC

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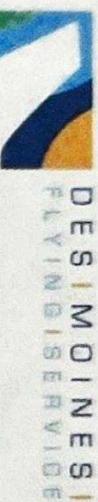
Date 10/04/2024 N6891S PA46-350P 4636807 HOBBS: 551.9

ENGINE	MAKE	MODEL	SERIAL N°	TOTAL
	LYCOMING	TIO-540-AE2A	L-14671-61A	551.9

ENGINE COMPRESSION CHECK					
Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 6
80	78	78	78	78	80
80	80	80	80	80	80

Complied an Annual Inspection in accordance with Piper PA46-350P Maintenance Manual 761-876 dated 4-30-2023 Chapter 5-20-00 inspection checklist.

1. Complied with *AD 84-26-02* dated 1-29-1985 by replacement of engine induction filter P/N 561-020
2. Complied with *AD 2015-19-07* Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
3. *AD 2023-09-09* dated 7-17-2023 Multi-Segment V-Band clamp is N/A due to riveted V-Band clamp installed
4. Complied with *Piper SB 1012* dated 2-4-1998 and *Lycoming SB 521* dated 02/10/1995, inspection of exhaust system slip joints for proper engagement and inspection of Marmon flange joint transition inlet per instructions. No defects were noted at this time. Due each 250 hours or annually whichever comes first.



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Date 10/04/2024

N6891S

PA46-350P

4636807

HOBBS: 551.9

5. Complied with *Lycoming SB 531C* dated 03/10/2000, no defects noted at this time. Due Each 250 hours or annually whichever comes first.
6. Complied with *400 hour* rocker box rocker inspection, found everything ok at this time
7. Complied with *500 hour* crankshaft sludge removal by removing propeller, scraped out sludge from crankshaft. Reinstalled prop and torqued and safetied
8. Complied with *500 hour* inspection and *600 hour* replacement of #1 and #2 dry air pumps. #1 (Upper air pump) #1 installed P/N:AA441CC-17 S/N:12XB04. #2 (lower air pump) #2 installed P/N:AA44CW-6 S/N:1CYA01
9. Complied with *500 hour* inspection of left magneto by disassemble of magneto and inspected magneto and replaced cam in magneto and did internal timing and reassembled and reinstalled and timed to engine
10. Changed engine oil. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips 20W50 Victory. Ran engine, no leaks noted at this time
11. Replaced 1 spark plug with new P/N RHB36S
12. Adjusted manifold pressure to 41.8 per AMM

I certify that this *Engine* has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Other details of this inspection are on file at this agency under Work Order No. **22705**

Date Signed 10/04/2024:

Kurt Gabriel



INSP.
#26

Des Moines Flying Service

FAA CRS G9CR485J

ENGINE LOG

Engine Time Recorder

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11/26/2024

N6891S

PIPER PA-46-350P

TOTAL: 594.4

SN: 4636807

ENGINE LOG

1. 300+ RPM mag drop LH magneto: Troubleshoot Ignition system and determined LH magneto harness is open on #5 cylinder. Removed and replaced LH Magneto harness. P/N M-2965LH
Ground run engine and form it satisfactory

The aircraft, airframe, aircraft engine propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No.22775

Date Signed 11/26/2024:

A handwritten signature in blue ink, appearing to read "Daniel Folkers".
#44
WIA INSPI

Daniel Folkers

Des Moines Flying Service

FAA CRS G9CR485J

Total To Carry Forward		
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04/28/2025
HM: 647.2

N6891S PA-46-350P

SN 4636807

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
PROPELLER	LYCOMING	TIO-540-AE2A	L-14761-61A	647.2
	HARTZELL	HC-I3Y1R-1N	NY419B	647.2

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Victory 20W50. Ran engine, no leaks noted at this time.
2. Found alternate air cable was pulled too tight. Loosened and re-tensioned alternate air cable and re-safetied castle nut IAW AMM 71-00-00.
3. Complied with **AD 2015-19-07** Amendment 39-18269 dated November 3, 2015, per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
4. **AD 2024-21-02** Connecting Rod Bushings. Performed a visual inspection of the engine oil filter and oil suction screen for bronze metal particulates. Inspected IAW Lycoming Service Bulletin 480F AD does not apply by engine delivery date of 06/09/2022.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No S-25-0137

Date Signed 04/28/2025: *Spencer Thornton*
Spencer Thornton
Des Moines Flying Service. FAA CRS G9CR485J

INSP
#47



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07/01/2025
HM: 715.4

N6891S

PA-46-350P

SN 4636807

MAKE	MODEL	SERIAL №	TOTAL
LYCOMING	TIO-540-AE2A	L-14761-61A	715.4
HARTZELL	HC-I3Y1R-1N	NY419B	715.4

1. Changed engine oil IAW PA-46-350P AMM 12-20-00. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Victory 20W50. Ran engine, no leaks noted at this time.
2. Complied with **AD 2015-19-07** Amendment 39-18269 dated November 3, 2015, per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
3. Complied with **AD 2011-06-10**, 39-16635 dated 05/06/2011 per paragraph (g) For Group 2 airplanes Table 5 (3) All Group 2 airplanes, Replaced the T.I.T. probe with a new part number 686-216 as directed by Table 3. Table 5 (4) information in Appendix 2 incorporated in Section 3, Emergency Procedures Aircraft AFM/POH. Reference Piper SB 995C dated 11/17/2009.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No **S-25-0189**

Date Signed 07/01/2025: Spencer Thornton
Spencer Thornton
Des Moines Flying Service. FAA CRS G9CR485J

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Date No.

Date 09/26/2025

N6891S

PA46-350P

4636807

HOBBS: 754.2

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
	LYCOMING	TIO-540-AE2A	L-14671-61A	754.2

ENGINE COMPRESSION CHECK					
№ 1	№ 2	№ 3	№ 4	№ 5	№ 6
78	78	78	80	79	78
80	80	80	80	80	80

Complied an Annual Inspection in accordance with Piper PA46-350P Maintenance Manual 761-876 dated 3-14-2025 Chapter 5-20-00 inspection checklist.

1. Complied with *AD 2015-19-07* Amendment 39-18269 dated 11/03/2015 per paragraph (e), (1) (ii) Inspected the fuel injector fuel lines and clamps between the fuel manifold and the fuel injector nozzles, fuel injector fuel lines and clamps meet all conditions specified in Lycoming Engines MSB No. 342G, dated July 16, 2013.
2. Complied with *Piper SB 1012* dated 2-4-1998 and *Lycoming SB 521* dated 02/10/1995, inspection of exhaust system slip joints for proper engagement and inspection of Marmon flange joint transition inlet per instructions. No defects were noted at this time. Due each 250 hours or annually whichever comes first.
3. Complied with *Lycoming SB 531C* dated 03/10/2000, no defects noted at this time. Due Each 250 hours or annually whichever comes first.
4. Changed engine oil. Removed oil filter, cut open and inspected. No defects noted. Installed new oil filter CH48103-1. Oil sample was taken. Filled engine with 11 quarts Phillips 20W50 Victory. Ran engine, no leaks noted at this time



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Date 09/26/2025

N6891S

PA46-350P

4636807

HOBBS: 754.2

5. Replaced 1 spark plug with new P/N RHB36S
6. Adjusted manifold pressure to 41.8 per AMM
7. Replaced right hand magneto PN: 6360 SN: 2501498. Timed magneto to the engine. IAW Piper PA-46-350P AMM 74-10-00
8. Replaced left hand Magneto PN: 6363 SN: 25060537. Timed magneto to engine and with right hand magneto at 20 Degrees before TDC. IAW 74-10-00 of Piper PA46-350P AMM.
9. Replaced prop deice brush block assembly P/N 758-598. Opps check good
10. Replaced lower vacuum pump shroud P/N 89682-002

I certify that this *Engine* has been inspected in accordance with an Annual Inspection and was determined to be in an airworthy condition. Other details of this inspection are on file at this agency under Work Order No. **S25-0269**

Kurt Gabriel

INSP.
#26

Date Signed 09/26/2025: Kurt Gabriel

Des Moines Flying Service
FAA CRS G9CR485J

Total To
Carry Forward

Total To Carry Forward				