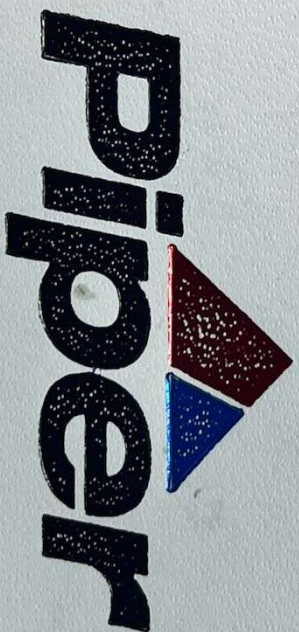


# AIRCRAFT LOG





## NOTICE

Making false entries in this book is a violation of government regulations and is punishable by civil penalty.

PAINT TYPE: AXALTA IMRON POLYURETHANE

### CARBON MONOXIDE DETECTOR LOG BOOK REMINDER

P/N: 455-101-001 S/N: 5410

Install date: 07/29/2022

Overhaul Due Date: 5 years from install date

Return to: [www.coguardian.com](http://www.coguardian.com)



# AIRCRAFT DESCRIPTION

Registration No. N6891S

Model: PA-46-350P Popular Name: M350

Serial No.: 4636807 <sup>N0001</sup> Type Certificate No.: A2550 <sup>808401</sup>

Colors: GLOSS BLACK & BRT. SILVER SPARKLE

Engine Manufacturer: LYCOMING Serial Numbers: Single L-14671-61A

Original Engine Model: TIO-540-AE2A Left \_\_\_\_\_

Right \_\_\_\_\_

Propeller Manufacturer: HARTZELL Hub or Serial Number: Single N4419B

Original Propeller Model: HC-I3Y1R-1N Left \_\_\_\_\_

Right \_\_\_\_\_

## Blade Numbers

Left Right

D3833

D3835

D4190

**2022 MODEL**



## COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

[illegible]



Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
SEP 21 2022	Brought Forward →	5.7		
Total To Carry Forward		5.7		

The Altimeter and Static System Test required by FAR 91.411 have been performed. The altimeter(s) have been tested:  
 On (Pri) 6/29/22 at 55,000 ft. (Sec) 6/29/22 at 55,000 ft.  
 The ELT is installed per FAR 91.207.  
 Battery Replacement date: JUL 20 28  
 .....  
 The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.  
 1. Make Garmin Model GTX 345R S/N 3EH042804  
 2. Make Garmin Model GTX 335R S/N 3EEF025209

Details of this inspections are on File at this facility under:  
 AFT S/N 4636 807 Date 8/30/22

The Automatic Pressure Altitude Reporting Equipment Test required by FAR Part 91.217 have been performed this date: 8/30/22  
 .....  
 The standby altimeter and static system test required by FAR Part 91.411 have been performed. The standby altimeter has been tested to 55,000 ft. on 6/29/22.  
 .....  
*I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate.*

Signature: \_\_\_\_\_ Date: SEP 21 2022  
STEVEN J. VANANTWERP  
 Piper Aircraft, Inc.

The Altimeter and Static System Test required by FAR 91.411 have been performed. The altimeter(s) have been tested:

On (Pri) 6/29/22 at 55,000 ft. (Sec) 6/29/22 at 55,000 ft.

The ELT is installed per FAR 91.207.

Battery Replacement date: JUL 2028

The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43. Appendix

1. Make Garmin Model GTx345R S/N 3EH042804
2. Make Garmin Model GTx335R S/N 3EF025209

Details of this inspections are on File at this facility under:

AFT S/N 4636 807 Date 8/30/22

The Automatic Pressure Altitude Reporting Equipment Test required by FAR Part 91.217 have been performed this date: 8/30/22

The standby altimeter and static system test required by FAR Part 91.411 have been performed. The standby altimeter has been tested to 55,000 ft on 6/29/22.

*I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate.*

Signature:  Date: SEP 21 2022  
STEVEN J. KANANTWERP 9999969631  
Piper Aircraft, Inc.



Registration No. N6891S

and Remarks

Signature

Certificate No.

Piper installed AMSAFE Aviation Inflatable Restraints for the Pilot and Co-Pilot Seats Per STC SA02276AK. (Ref: Dwg. 106800 Complete Airplane - PA-46-350P and PC-206 PLR.)

Signed: [Signature]



STEVEN J. VANANTWERP 999996931  
PIPER AIRCRAFT, INC.

The stall system computer is adjusted at the factory. Component changes require that the computer settings be checked and adjusted per Piper Process Specification (PPS) 60089-2. The settings for this aircraft are:

Tipgrams +/- 1/2

STALL WARNING

TIP GRAMS  
ACTUAL SETTINGS

POWER

FLAPS

OFF

Full Up 0°

+3.8

OFF

10° - 20°

+1.0

OFF

Full Down 36°

+0.5

ON

Full Up 0°

+2.8

ON

10° - 20°

0.0

ON

Full Down 36°

-0.6

Signed: [Signature]




STEVEN J. VANANTWERP 999996931  
PIPER AIRCRAFT, INC.





1. Removed and replaced fuel pressure line at servo to pressure switch with new, p/n 84015-077. Ref. Piper wo SC0294442.
2. Operational and leak check of above item found to be satisfactory.

The article has been repaired and inspected in accordance with the current FAA Regulations and was Determined to be airworthy with respect to the maintenance, preventative maintenance or alterations performed. Details are on file at this C.R.S. under Work Order No. S-22-2525  
Date 10/21/2022 Signed  Inspector for Muncie Aviation Company.  
CRSS# AJVR135C, Muncie, Indiana 47303 765-289-7141.

Total To Carry Forward					





**Muncie Aviation Company**

An Employee Owned Company



<u>Reg. Mark</u>	<u>Hobbs/Tach</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>
N6891S	47.1	Piper	PA46-350P	4636807

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 oil filter with new, p/n CH48103-1. Serviced with 11 qts Phillips 20W/50 X/C
3. Reconnected #6 CHT probe wires and wrapped in nonconductive tape.
4. Secured Pilot and Co-pilot arm rest.
5. Retorqued cylinder return line hose clamps to 20 inch lbs. Leak check good Ref. Lycoming service manual TIO 540-AE2A.
6. Operational and leak check of above items found to be satisfactory.

See AD listing dated 10/11/2022.

I certify that this Airframe has been inspected in accordance with a 1<sup>st</sup> 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: [Signature] Inspector for Muncie Aviation Company  
CRS#AJVR135C, Muncie, Indiana 47303 765-289-7141





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**SN 4636807**

1. Installed new SPO2-CO-SENSOR P/N 686-244 S/N 18084 opps check normal

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. 220062.

**Kurt Gabriel**

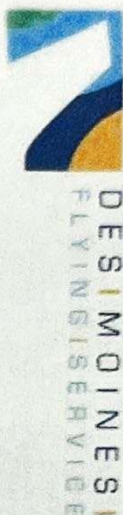
FAA CRS G9CR485J

INSP.  
#26

Total To Carry Forward				



Registration No. \_\_\_\_\_



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06/16/2023

N6891S

PIPER  
M350

SN 4636807

TACH: 245.9

Removed the pitch trim servo, Garmin Part Number 011-00877-21, Serial Number 1A0008802. Installed a warranty overhauled exchange pitch trim servo, Garmin Part Number 011-00877-21, Serial Number 1A0008614.

Leveled aircraft and performed AHRS calibration on the GI275. Attempted multiple compass calibrations of the GI275 Standby Instrument and GMU11 in accordance with the Piper PA-46-350P Maintenance Manual, Chapter 34-24-01, calibrations were unsuccessful.

This 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 № 31688.

Date Signed 06/16/2023:

David Baxter Jr.

Des Moines Flying Service, FAA CRS G9CR485J



Certificate No.



# AIRCRAFT LOG



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04/17/2023

N6891S

PIPER PA-46-350P

SN: 4636807

Hour Meter: 267.0

TOTAL: 267.0

## AIRCRAFT LOG

1. Installed two new GE 85 bulbs in RH magneto switch.
2. Removed the left and Right MLG tires and installed equivalent new tires per Piper SSL 437D. Installed New Left Goodyear Flight Custom III P/N: 606C86-6 S/N: 11890539 and Goodyear tube. Installed New Right Goodyear Flight Custom III P/N: 606C86-6 S/N: 160927 and Goodyear tube. Serviced with Nitrogen.

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. 22237.

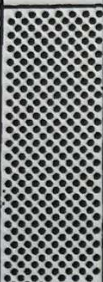
Date Signed 07/20/2023:

Matt Weston

Des Moines Flying Service


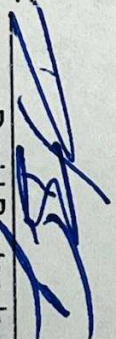

FAA CRS G9CR485J

Total To  
Carry Forward





Registration No. \_\_\_\_\_

and Remarks	Signature	Certificate No.
<div data-bbox="1079 231 1201 388"></div> <div data-bbox="1120 399 1209 724">DES MOINES FLYING SERVICE</div> <div data-bbox="1088 850 1218 1522">INTERNATIONAL AIRPORT PO BOX 35126 - DES MOINES, IOWA 50315-0302 TELEPHONE (515) 256-5300 - FAX (515) 256-5537 dmfs.com</div> <div data-bbox="1015 168 1063 346">08/29/2023</div> <div data-bbox="1023 525 1063 661">N6892S</div> <div data-bbox="1006 798 1088 987">PIPER PA-46-350P</div> <div data-bbox="1031 1239 1079 1438">SN 4636807</div> <div data-bbox="941 147 982 367">HOBBS: 323.1</div>		
<p>Removed the defective Flightstream 510, part number 011-03595-00 serial number 402018304. Installed a new warranty exchange Flightstream 510 part number 011-03595-00 serial number 402021973.</p> <p>This 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 № 31712</p>		
<p>Date Signed 08/29/2023: </p> <p>Des Moines Flying Service,  FAA CRS G9CR485J</p> <p>David Baxter Jr.</p>		



Date



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09/12/2023

N6891S

PIPER  
PA-46-350P

SN 4636807

HOBBS 336.6

Complied with Piper Service Publication VSP No. 288 / Garmin Service Bulletin No. 22117, Rev B, dated 12/20/2022 - Cable Retention Pins.

Removed three retention pins from the yaw servo gearbox, part number 233-00075-02. Installed three new retention pins on the yaw servo gearbox, part number 233-00075-04.

Removed three retention pins from the roll servo gearbox, part number 233-00075-02. Installed three new retention pins on the roll servo gearbox, part number 233-00075-04.

Removed three retention pins from the pitch servo gearbox, part number 233-00075-02. Installed three new retention pins on the yaw servo gearbox, part number 233-00075-01. Installed five

Removed five retention pins from the pitch trim servo gearbox, part number 233-00075-03. new retention pins on the trim servo gearbox, part number 233-00075-03.

Yaw GSM 86 Servo Mount Part Number: 011-01904-00, Serial Number 1GK037528.

Pitch Trim GSM 86 Servo Mount Part Number: 011-01904-01, Serial Number 1GJ007641.

Roll GSM 86 Servo Mount Part Number: 011-01904-00, Serial Number 1GK037478.

Pitch GSM 86 servo mount part number 011-01904-00, serial number 1GK037193.

This 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 №. 31721.

Date Signed 09/15/2023:

*Jon R. Swanson*

Jon R. Swanson

Des Moines Flying Service,

FAA CRS G9CR483



Total To  
Carry Forward



and



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ite No.

Date 09/15/2023

N6891S

PA46-350P

4636807

HOBBS: 336.6

	MAKE	MODEL	SERIAL N°	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14671-61A	336.6
PROP	HARTZELL	HC-13Y1R-1N	NY419B	336.6

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 *Piper SB 1204* dated 12/18/2009. Operating history of this aircraft has been determined to be "Category 1, Normal Usage" at this time.
2. Complied with *Piper SL 11314* Dated 02/11/2019, Aileron sector bearing Lubrication during annual inspection
3. Complied with *Piper SL 1135* dated 10/19/2010 Control Cable / Pulley Inspections during Annual Inspection.
4. Complied with *Piper SL 1204* Heated Windshield test procedure. No defects noted at this time.
5. Complied with *Piper SL 1265* dated 05/06/2019 Flight Control System Checks.
6. Complied with *Piper SL 1280* Dated 02/14/2020 Rudder Pedal and Bar assembly inspection during annual inspection.
7. Complied with *Piper SL 1285C* dated 03/29/2022 Proper Tire Pressure Maintenance during annual inspection.
8. Complied with *Piper SL 1314* dated 8-22-2022 oxygen generator inspection completed, no shipping caps are installed. MFG date on generators 6-2022
9. Complied with *30 day* inspection items.
10. Complied with *90 day* inspection items.
11. Complied with *50 hour* oleo struts for proper extension and evidence of fluid leakage, landing gear 12-10-00



# AIRCRAFT LOG



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Date 09/15/2023

N6891S

PA46-350P

4636807

HOBBBS: 336.6

12. Complied with *1 year* Speed Brake inspection
13. Complied with *12 month* GI 275 standby backup battery rundown test in accordance with the Garmin GI 275 Part 23 AML STC Maintenance Manual, Garmin Document Number 190-02246-11, section 5.12.5. Battery lasted for 92 minutes, battery passed.
14. Complied with *12 month* Artex ELT 1000 Part Number A3-06-2749-1 Revision Number E Serial Number 323-03779 Software Release Part Number K3-01-0106 Revision F2 Performed annual tests in accordance with the Artex ELT 1000 Installation Manual Part Number Y1-03-0259 Revision Y Dated 18 May 2020 periodic maintenance requirements contained under Test and Fault Isolation section, Paragraph 1A, 2, and 3A. Complied with ELT inspection per CFR 91.207 (d)1-5 No defects were noted at this time, Battery Part Number 452-6504-1 Serial Number 395685-018 Expires July 2028.
15. Complied with *12 month* aircraft battery P/N RG24-20 S/N 41209992, completed initial Capacity Testing to Verify Continued Airworthiness per Concorde RG Series Main Aircraft Battery Component Maintenance Manual. document 5-0171 Rev Q dated 12/04/2018 , battery found to be at 113%. Next test due September 2024 (12 Months).
16. Complied with *12 month* ICA AMSAFE seat belt inspection , found everything ok at this time
17. Tensioned elevator trim cable to allowable limits
18. Tensioned elevator cable to allowable limits
19. Tensioned aileron cable to allowable limits
20. Tensioned yaw servo cable to allowable limits
21. Tensioned rudder cable to allowable limits
22. Replaced all brake linings and brake caliper shims P/N 66-62 and 068-01100
23. Adjusted nose steering clearance per AMM
24. Serviced nose strut with hydraulic fluid and nitrogen
25. Replaced fuel pressure switch in engine compartment P/N 688-373 S/N 1466

Total T  
Carry F



and R



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Date 09/15/2023

N6891S

PA46-350P

4636807

HOBBBS: 336.6

- 26. Adjusted Vacuum to 5.1 psi
- 27. Installed repaired flap fail module P/N 815-40008. Maintenance release tag dated 5-24-2021 by Ahlers Aerospace Inc.
- 28. Installed new free fall valve P/N: 101758-002, S/N: 0375. Serviced and bled hydraulic system
- 29. Bled left and right brakes

I certify that this *Aircraft* 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. **22284 and 22285**

Date Signed 09/15/2023:

*K9 J220*

INSP.  
#26

Kurt Gabriel

*Des Moines Flying Service*

*FAA CRS G9CR485J*





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11/15/2023

N6891S

PIPER PA-46-350P

SN: 4636807

Hour Meter: 359.2

TOTAL: 359.2

### AIRCRAFT LOG

1. Right #1 Probe was found to be faulty, removed probe P/N: 481-505 S/N: DT1497U, installed new P/N: 481-505 S/N: DTY7889. Fuel Calibration performed IAW Piper PA-46-350P AMM P/N: 761-876 dated April 30, 2023, 28-40-00.

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. 22368.

Date Signed 11/15/2023:

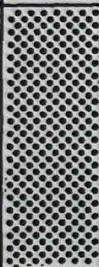
 INSP #32

Matt Weston

Des Moines Flying Service

FAA CRS G9CR485J

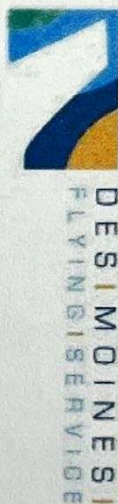
Total To  
Carry Forward





and Re

No.



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02/05/2024

N6891S

PIPER PA-46-350P

SN: 4636807

Hour Meter: 379.8

TOTAL: 379.8

# AIRCRAFT LOG

1. Calibrated RH wing fuel tank IAW Piper PA-46-350P AMM 28-40-00.

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. 22459.

Date Signed 02/05/2024:

*[Signature]*  
INSPI  
#32  
Matt Weston

Des Moines Flying Service

FAA CRS G9CR485J







and



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FLYING SERVICE

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ite No.

Date 4/8/2024

N6891S

PA46-350P

4636807

HOBS: 422.2

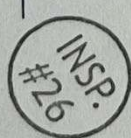
MAKE	MODEL	SERIAL N°	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14671-61A 422.2
PROP	HARTZELL	HC-13Y1R-1N	NY419B 422.2

1. Replaced all left and right brake linings P/N 761-197. IAW PA-46-350P AMM 32-40-00.

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. 22533.

Date Signed 4/8/2024:

K9 J7 2024

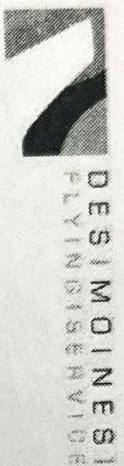


Kurt Gabriel

Des Moines Flying Service

FAA CRS G9CR4851





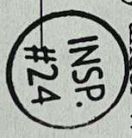
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Date 06/21/2024 N6891S PA46-350P 4636807 HOBBS: 467.3

1. Complied with 250 Hour TTT probe replacement. Installed new TTT probe PN 686-216 LAW Piper PA-46-350P Maintenance Manual 77-20-00. Operational check 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 № 22609.

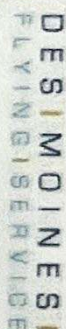
Date Signed 06/21/2024: Josh Boyd  
Josh Boyd  
Des Moines Flying Service FAA CRS G9CR485J



Total To					
Carry Forward					



10



**256-5537**

**SN 4636807**

N6891S

**PA46-350P**

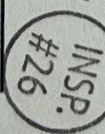
HM: 516.7

1. Replaced left and right brake pads P/N 761-197 and left and right brake caliper pressure plates assemblies P/N 757-465
2. Installed new right wing #3 fuel probe P/N: 481-507 S/N:DT2857A
3. Performed fuel tank calibration in accordance with Piper PA-46-350P maintenance manual 28-40-00. Right tank reading correctly.
4. Replaced avionics relay with new P/N: 105026-002. Operational check: Ok.

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:

১৯৭০



# Kurt Gabriel

*Des Moines Flying Service.*

FAA CRS G9CR485J

10.



# STATUS TAG

INSP. #14

Date: 08-01-2024

Signature: *Jon R. Swanson*

Customer

Aircraft Registration No

*N68915*

Work Order No

*22652*

Aircraft Model No

*PA-46-350P*

Squawk No

*8*

Aircraft Serial No

*4636807*

Item

*GI 275 Air Data*

Part Number

*011-04489-10*

Position

*STANDBY*

Serial Number

*5M2107651*

Quantity

*1*

Manufacturer

*GARMIN*

Initial the appropriate box(es) below to indicate item status

REMARKS:

*DMFS Sequence  
CHECKLIST NUMBER 6322*

REJECTED

REPAIRABLE

SERVICEABLE  
See reverse side

WARRANTY

IDENTIFICATION



DES MOINES  
FLYING SERVICE  
Form 128

Des Moines Flying Service  
Des Moines International Airport  
6307 SW 28th Street • Des Moines, IA 50321  
**FAA CRS G9CR485J**

Date Signed 08/01/2024:

*Jon R. Swanson*

INSP. #14

Des Moines Flying Service, Inc., FAA CRS G9CR485J

Total 10

Carry Forward



Only to be completed when **SERVICEABLE** Box is indicated on the front side of this form

**CONDITION 1: USED WITH REPAIRS AND INSPECTIONS**

	The aircraft and / or component identified on the front side of this form was repaired and inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.
Inspector Initial / Stamp	

**CONDITION 2: USED WITH 91.411 ALTIMETER TESTS AND INSPECTIONS ONLY**

<u>9118</u> Inspector Initial / stamp	<div>INSR #14</div> certify that the tests and inspections of the altimeter and static system identified on the front of this form required by Title 14 CFR Part 91.411 have been performed. The altimeter has been tested to <u>30,000</u> feet.
---	---

**CONDITION 3: USED FOR NDT INSPECTIONS ONLY**

	The aircraft and / or component identified on the front side of this form was inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.
Inspector Initial / Stamp	



# STATUS TAG

INSP.  
#14

Date: 08-01-2024

Signature: J. R. Burman

Customer

Aircraft Registration No

N6891S

Work Order No

22652

Aircraft Model No

PA-46-350P

Squawk No

8

Aircraft Serial No

4636807

Item

GDC 72 Air Delta

Part Number

011-03734-00

Position

COP, 10TS

Serial Number

45S 004134

Quantity

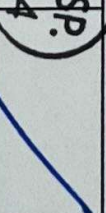
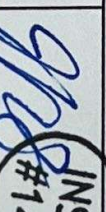
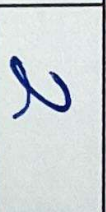
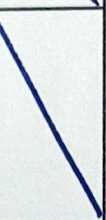
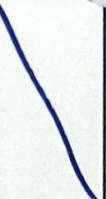
2

Manufacturer

Gavmin

Initial the appropriate box(es) below to indicate item status

REMARKS:



REJECTED

REPAIRABLE

SERVICEABLE  
See reverse side

WARRANTY

IDENTIFICATION

INSP.  
#14

DMS Sequence checklist  
# 6322



DES MOINES  
FLYING SERVICE  
Form 128

Des Moines Flying Service  
Des Moines International Airport  
6307 SW 28th Street • Des Moines, IA 50321  
FAA CRS G9CR485J



Only to be completed when **SERVICEABLE** Box is indicated on the front side of this form

**CONDITION 1: USED WITH REPAIRS AND INSPECTIONS**

	The aircraft and / or component identified on the front side of this form was repaired and inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.
Inspector Initial / Stamp	

**CONDITION 2: USED WITH 91.411 ALTIMETER TESTS AND INSPECTIONS ONLY**

INSR. #14	I certify that the tests and inspections of the altimeter and static system identified on the front of this form required by Title 14 CFR Part 91.411 have been performed. The altimeter has been tested to <u>30,000</u> feet.
Inspector Initial / stamp	

**CONDITION 3: USED FOR NDT INSPECTIONS ONLY**

	The aircraft and / or component identified on the front side of this form was inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.
Inspector Initial / Stamp	



INSP.  
#14

STATUS TAG

Signature: *John R. Burman*

Date: 08-01-2024

Customer

Work Order No

Squawk No

Aircraft Registration No

Aircraft Model No

Aircraft Serial No

Item

Position

Quantity

*GBC 72 Air Data*

*Pilot*

*1*

Part Number

Serial Number

Manufacturer

*011-03734-00*

*455004131*

*Germi*

Initial the appropriate box(es) below to indicate item status

REMARKS:

*DMFS Sequence  
checklist number 6322*

REJECTED

REPAIRABLE

SERVICEABLE  
See reverse side

WARRANTY

IDENTIFICATION



DES MOINES  
FLYING SERVICE  
Form 128

Des Moines Flying Service  
Des Moines International Airport  
6307 SW 28th Street • Des Moines, IA 50321

FAA CRS G9CR485J



Only to be completed when **SERVICEABLE** Box is indicated on the front side of this form

**CONDITION 1: USED WITH REPAIRS AND INSPECTIONS**

Inspector Initial / Stamp

The aircraft and / or component identified on the front side of this form was repaired and inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.

**CONDITION 2: USED WITH 91.411 ALTIMETER TESTS AND INSPECTIONS ONLY**


Inspector Initial / stamp

I certify that the tests and inspections of the altimeter and static system identified on the front of this form required by Title 14 CFR Part 91.411 have been performed. The altimeter has been tested to 30,000 feet.

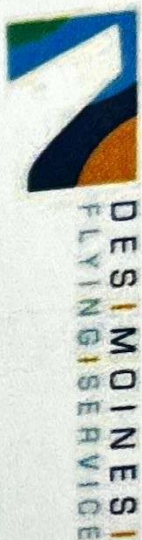
**CONDITION 3: USED FOR NDT INSPECTIONS ONLY**

Inspector Initial / Stamp

The aircraft and / or component identified on the front side of this form was inspected in accordance with Federal Aviation Regulations and were found airworthy for return to service. Pertinent details of the repair are on file at this agency under the work order number and date indicated on the front side of this form.



# AIRCRAFT LOG



INTERNATIONAL AIRPORT  
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08/01/2024 N6891S PIPER SN 4636807  
HOBS: 516.7 PA-46-350P

Complied with CFR 91.411. I certify that the altimeters and static system tests required by FAR 91.411 have been performed. The altimeters have been tested to 30,000 feet. Date 8 / 1 / 2024. DMFS sequence checklist number 6322. Pilot air data GDC 72, P/N: 011-03734-00 S/N: 45S004131. Co pilot air data GDC 72, P/N: 011-03734-00 S/N: 45S004134. Standby Air Data GI 275, P/N: 011-04489-10 S/N: 5MZ107651  
Complied with CFR 91.413 and CFR 91.217. I certify that the transponder and mode C/S data correspondence tests and inspections required by FAR 91.217 and 91.413 have been performed in accordance with FAR 43 Appendices "E" and "F".  
Transponder 1 GTX 335, part number: 011-03303-01, serial number: 3EF025209. Transponder 2 GTX 345, part number: 011-03301-00 serial number: 3EH042804. Encoder one GDC 72, P/N: 011-03734-00 S/N: 45S004131. Encoder two GDC 72, P/N: 011-03734-00 S/N: 45S004134.

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

22652.

Date Signed 08/01/2024:

*Jon R. Swanson*

Jon R. Swanson

Des Moines Flying Service, Inc.,

FAA CRS G9CR485J

INSP.  
#14

Total to  
Carry Forward





Registration No. \_\_\_\_\_

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No.



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10/04/2024

N6892S

PIPER  
PA-46-350P

SN 4636807

HOBBS: 551.9

Removed GTX 345R part number: 011-03303-01 serial number: 3EH042804 and installed a warranty, overhauled exchange, GTX 345R part number: 011-03303-01 serial number: 3EH041717. Loaded software and configurations to the newly installed transponder in accordance with the Piper PA-46-350P maintenance manual LRU Replacement. 34-25-02. Dated: Apr 30, 2023. No discrepancies were noted.

Complied with CFR 91.413 and CFR 91.217. I certify that the #1 transponder and mode C/S data correspondence tests and inspections required by FAR 91.217 and 91.413 have been performed in accordance with FAR 43 Appendices "E" and "F".

This 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 № 31919

Date Signed 10/04/2024:

David Baxter Jr

Des Moines Flying Service,

FAA CRS G9CR485J





# AIRCRAFT LOG



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Date 10/04/2024

N6891S

PA46-350P

4636807

HOBBBS: 551.9

	MAKE	MODEL	SERIAL №	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14671-61A	551.9
PROP	HARTZELL	HC-13Y1R-1N	NY419B	551.9

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. *AD 2023-09-09* dated 7-17-2023 Multi-Segment V-Band clamp is N/A due to riveted V-Band clamp installed
3. *AD 2023-25-02* dated 12-19-2023 Control Column assembly inspection N/A per serial number. *SB 1409A* dated 11-21-2023 Control Column assembly inspection N/A per serial number.
4. Complied with *Piper SB 1204* dated 12/18/2009. Operating history of this aircraft has been determined to be "Category 1, Normal Usage" at this time.
5. Complied with *SB 1286D* dated 10-15-2021 nose landing gear steering component inspection , found everything ok at this time
6. Complied with *SB 1404* dated 3-28-2024 flap drive bracket inspection , found everything ok at this time
7. Complied with *Piper SB 1410A* dated 3-12-2024 Vertical Stabilizer Installation Improvement. Installed new hardware, (4) NAS6606-7 bolts, (2) NAS6606-8 bolts, (12) NAS1149F0663P washers, (6) MS20002C6 washers and (6) MS21042L6 nuts.
8. Complied with Step 3 of *Piper SB 1411A* dated 06-20-2024, inspected bridle cables for proper routing and torque stripping.

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Date 10/04/2024

N6891S

PA46-350P

4636807

HOBS: 551.9

9. Complied with *Piper SL 1131A* Dated 02/11/2019, Aileron sector bearing lubrication during annual inspection
10. Complied with *Piper SL 1135* dated 10/19/2010 Control Cable / Pulley Inspections during Annual Inspection.
11. Complied with *Piper SL 1204* Heated Windshield test procedure. Unit Passed at P1-P2: 1.177 ohms, P1-P3: 1.592 ohms
12. Complied with *Piper SL 1265* dated 05/06/2019 Flight Control System Checks.
13. Complied with *Piper SL 1280* Dated 02/14/2020 Rudder Pedal and Bar assembly inspection during annual inspection.
14. Complied with *Piper SL 1285C* dated 03/29/2022 Proper Tire Pressure Maintenance during annual inspection.
15. Complied with *Piper SL 1304B*, models affected: PA-46-M350P Dated: March 5, 2024. G1000 NXI Software updated to version: 2783.10
16. Complied with *Piper SL 1314* dated 8-22-2022 oxygen generator inspection completed, no shipping caps are installed. MFG date on generators 6-2022
17. Complied with *Piper SL No. 1317*, models affected: PA-46-M350P Dated: November 11, 2022. G1-275 Standby Instrument Magnetic VAR DB has been updated.
18. Complied with *SL 1337* dated 1-23-2024 flight controls maintenance improvements, found everything ok at this time
19. Complied with *30 day* inspection items.
20. Complied with *90 day* inspection items.
21. Complied with *50 hour* oleo struts for proper extension and evidence of fluid leakage, landing gear 12-10-00
22. Complied with *1 year* Speed Brake inspection

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# AIRCRAFT LOG

Aircraft Time

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Date 10/04/2024

N6891S

PA46-350P

4636807

HOBS: 551.9

23. Complied with 12 month GI 275 standby backup battery rundown test in accordance with the

Garmin GI 275 Part 23 AML STC Maintenance Manual, Garmin Document Number 190-02246-11, section 5.12.5. Battery lasted for 81 minutes 24 seconds, battery passed.

24. Complied with 12 month Artex ELT 1000 Part Number A3-06-2749-1 Revision Number E Serial Number 323-03779 Software Release Part Number K3-01-0106 Revision F2 Performed annual tests in accordance with the Artex ELT 1000 Installation Manual Part Number Y1-03-0259 Revision Y Dated 18 May 2020 periodic maintenance requirements contained under Test and Fault Isolation section, Paragraph 1A, 2, and 3A. Complied with ELT inspection per CFR 91.207 (d)1-5 No defects were noted at this time, Battery Part Number 452-6504-1 Serial Number 395685-018 Expires July 2028.

25. Complied with 12 month aircraft battery P/N RG24-20 S/N 41209992, completed initial Capacity Testing to Verify Continued Airworthiness per Concorde RG Series Main Aircraft Battery Component Maintenance Manual. document 5-0171 Rev Q dated 12/04/2018 , battery found to be at 99%.

26. Complied with 12 month ICA AMSAFE seat belt inspection , found everything ok at this time

27. Complied with 2 year magnetic compass inspection and recalibration of the magnetometer

28. Complied with 2 year Re calibration the GEA 43 altitude encoder in accordance with Piper PA-46-350P maintenance manual, dated: Apr 30/2023 .34-25-02.

29. Complied with 500 hour / 2 year fuel strainer and transmitter and connectors inspecton , found everything ok at this time

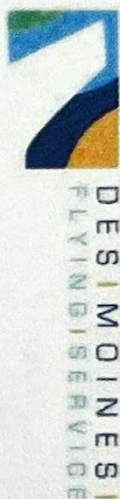
30. Complied with 500 hour crankshaft sludge removal by removing propeller, scraped out sludge from crankshaft. Reinstalled prop and torqued and safetied

31. Complied with 500 hour cabin pressurization test , found everything ok at this time

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Danielson N/A



INTERNATIONAL AIRPORT

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and

Date 10/04/2024

N6891S

PA46-350P

4636807

HOBBS: 551.9

32. 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
33. Complied with 500 hour G1000 NXI inspection. Verified airflow and operation of avionics fan, MFD fan, PFD and PFD 2 fans.
34. Replaced right brake shim P/N 765-489
35. Replaced left and right brake disc's P/N 754-686 and left and right brake linings P/N 761-197
36. Adjusted nose steering clearance per AMM
37. Replaced nose tire P/N 505C01-2 S/N 33330030 and balanced
38. Adjusted aileron cable tension per AMM
39. Replaced both fuel caps P/N 654-572 and sealed vent holes on both fuel caps per STC for extended range fuel caps
40. Replace 2 static wick bases on elevator P/N 452-124
41. Complied with 12 month Engine Tanis Heater ICA
42. Complied with 12 month 2-Day extended range fuel cap ICA
43. Complied with 12 month Gami U1100 AVGAS ICA
44. Complied with 2 year GAE 43 calibration check

I certify that this Aircraft 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:

Ks Jj 20



Kurt Gabriel

Des Moines Flying Service

FAA CRS G9CR485J





**Muncie Aviation Company**  
An Employee Owned Company



Reg. Mark	Hobbs	Make	Model	SN
N6891S	591.2	Piper	PA46-350P	4636807

1. Replaced #1-left alternator with new unit, p/n 680-516/ALU-6539-4, s/n H-W063026. Ref Hartzell w/o M417050. Re-installed belt, set tension, and safetied. Ref MM CH 24-30-00. Operational check good.
2. Cleaned and lubricated right and left brake caliper guide pins.

The article has been repaired and inspected in accordance with the current FAA Regulations and was determined to be airworthy with respect to the maintenance, preventative maintenance or alterations performed.

Details are on file at this C.R.S. under Work Order No. S-24-3626 Date: 11/15/2024

Signed: [Signature] Inspector for Muncie Aviation Company. CRS# AJVR135C. Muncie, Indiana 47303. 765-289-7141.

Make: <b>Piper</b>	Reg. No.: <b>N6891S</b>
Model: <b>PA 46-350P</b>	Date: <b>February 19, 2025</b>
Serial No.: <b>463807</b>	W/O No.: <b>52952</b>
Hours:	Page: <b>1 of 1</b>
Landings:	Hobbs: <b>622.5</b>
<b>MAINTENANCE ENTRY</b>	

### Description of Work Accomplished.

➤ Found small tear in Left Hand Wing Outboard Leading Edge De-Ice Boot. Debonded Left Wing De-Ice Boot at the wing tip area and removed outboard lower fuel panel for access to evaluate the wing leading edge. Found minor contour deviation of approx. 0.008" to 0.010" to leading edge skin under boot. Performed minor cold working to restore left hand outboard wing leading edge contour IAW AC 43.13.1B. Performed eddy current inspection of left-hand outboard wing leading edge in accordance AC 43.13-1B Chapter 5, Section 3 with no defects noted. Installed new Left Wing De-Ice Boot P/N: 27-7D5164-11, S/N: NGQ1430, new Stall Strips P/N: 83942-023, and P/N: 83942-027. Performed functional/leak check with no discrepancies noted. Work performed IAW Piper PA-350P MM 30-10-00.

### Approval for Return to Service

The article identified above was repaired and inspected in accordance with current FAA regulations and is approved for return to service. Pertinent details of the work performed are on file at this agency under this work order.

Authorized Signature:

[Signature]  
Agustin Maiz, Inspector

FAA Certificated Repair Station **WD4R618M**

5360 NW 20<sup>th</sup> Terrace Fort Lauderdale, Florida 33309

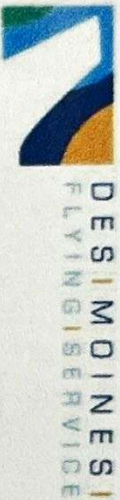
Phone 954 491 3170 Fax 954 491 1612



Registration No. \_\_\_\_\_

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INTERNATIONAL AIRPORT  
PO BOX 35126 - DES MOINES, IOWA 50315-  
0302 TELEPHONE (515) 256-5300 - FAX (515)

256-5537  
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04/28/2025  
HM: 647.2

N6891S

PA-46-350P

SN 4636807

	MAKE	MODEL	SERIAL №	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14761-61A	647.2
PROP	HARTZELL	HC-13Y1R-1N	NY419B	647.2

1. Removed LH tire P/N: 606C86-6, S/N: 11890539, and RH tire P/N: 606C86-6, S/N: 20290044. Replaced LH tire with new P/N: 606C86-6, S/N: 41840087, and tube P/N: 302-426-4010. Replaced RH tire with new P/N: 606C86-6, S/N: 40930333, and tube P/N: 302-426-4010 IAW PA-46-350P MM 32-10-00.
2. Removed the stuck air vent on co-pilot's side, repositioned the vent to correct orientation, re-installed assembly, and checked for proper function.
3. Removed worn brake pads and thoroughly cleaned pins and caliper, ops checked brakes and functioning correctly IAW PA-46-350P MM 32-40-00.

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 № S-25-0137.

Date Signed 04/28/2025:

*Spencer Thornton*  
Spencer Thornton

Des Moines Flying Service. FAA CRS G9CR485J





# AIRCRAFT LOG

Date

Aircraft Time

FLYING SERVICE

Tail

Recorder Reading

Maintenance



DES MOINES  
FLYING SERVICE

INTERNATIONAL AIRPORT  
PO BOX 35126 - DES MOINES, IOWA 50315-  
0302 TELEPHONE (515) 256-6300 - FAX (515)  
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07/01/2025

N6891S

PA-46-350P

SN 4636807

HM: 715.4

MAKE	MODEL	SERIAL No	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14761-61A 715.4
PROP	HARTZELL	HC-13Y1R-1N	NY419B 715.4

1. Found flap actuator switches were out of adjustment causing flaps to stay in 36-degree position. Adjusted switch alignment IAW PA-46-350P MM 27-50-00. Performed ops check and found everything to be working correctly 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 № S-25-0189.

Date Signed 07/01/2025:

*Spencer Thornton*  
Spencer Thornton

Des Moines Flying Service. FAA CRS G9CR485J

INSP.  
# 47

Total To  
Carry Forward



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1. Re-rigged alternate air door. Ops check good. Ref. MM 71-00-00.
2. Cleaned sump drain. Drain op check is good with no leaking. Ref. 28-10-00

The article has been repaired and inspected in accordance with the current FAA Regulations and was determined to be airworthy with respect to the maintenance, preventative maintenance or alterations performed.

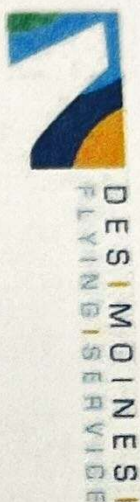
Details are on file at this C.R.S. under Work Order No. S-25-4044 Date: 8/28/2025

Signed:  Inspector for Muncie Aviation Company. CRS# AJVR135C. Muncie, Indiana 47303. 765-289-7141.

[illegible]



# AIRCRAFT LOG



INTERNATIONAL AIRPORT  
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Date 09/26/2025 N6891S PA46-350P 4636807 HOBBBS: 754.2

MAKE	MODEL	SERIAL №	TOTAL
ENGINE	LYCOMING	TIO-540-AE2A	L-14671-61A 754.2
PROP	HARTZELL	HC-13Y1R-1N	NY419B 754.2

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 *Piper SB 1204* dated 12/18/2009. Operating history of this aircraft has been determined to be "Category 1, Normal Usage" at this time.
2. Complied with *Piper SB 1392A* dated November 15, 2021. Inspected frame assembly at fuselage station 282.00. No defects noted at this time.
3. Complied with *Piper SB 1425* dated 3-19-2025 Emergency Exit door Inspection Steps 1 thru 4, found everything ok at this time
4. Complied with *Piper SL 1131A* Dated 02/11/2019, Aileron sector bearing lubrication during annual inspection
5. Complied with *Piper SL 1135* dated 10/19/2010 Control Cable / Pulley Inspections during Annual Inspection.
6. Complied with *Piper SL 1204* Heated Windshield test procedure. Unit Passed at P1-P2: 1.167 ohms, P1-P3: 1.565 ohms
7. Complied with *Piper SL 1265* dated 05/06/2019 Flight Control System Checks.
8. Complied with *Piper SL 1280* Dated 02/14/2020 Rudder Pedal and Bar assembly inspection during annual inspection.
9. Complied with *Piper SL 1285C* dated 03/29/2022 Proper Tire Pressure Maintenance during annual inspection.

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Date 09/26/2025

N6891S

PA46-350P

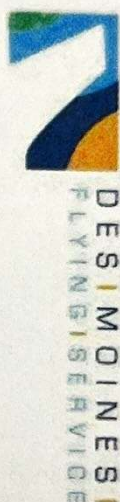
4636807

HOBBS: 754.2

10. Complied with *Piper SL 1314* dated 8-22-2022 oxygen generator inspection completed, no shipping caps are installed. MFG date on generators 6-2022
11. Complied with *Piper SL 13384* dated 3-26-2025 Garmin G1000 NXI software update to software version 2783.43
12. Complied with *30 day* inspection items.
13. Complied with *90 day* inspection items.
14. Complied with *50 hour* oleo struts for proper extension and evidence of fluid leakage, landing gear 12-10-00
15. Complied with *1 year* Speed Brake inspection
16. Complied with *12 month* GI 275 standby backup battery rundown test in accordance with the Garmin GI 275 Part 23 AML STC Maintenance Manual, Garmin Document Number 190-02246-11, section 5.12.5. Battery lasted for 80 minutes 0 seconds, battery passed.
17. Complied with *12 month* Artex ELT 1000 Part Number A3-06-2749-1 Revision Number E Serial Number 323-03779 Software Release Part Number K3-01-0106 Revision F2 Performed annual tests in accordance with the Artex ELT 1000 Installation Manual Part Number Y1-03-0259 Revision Y Dated 18 May 2020 periodic maintenance requirements contained under Test and Fault Isolation section, Paragraph 1A, 2, and 3A. Complied with ELT inspection per CFR 91.207 (d)1-5 No defects were noted at this time, Battery Part Number 452-6504-1 Serial Number 395685-018 Expires July 2028.
18. Complied with *12 month* aircraft battery P/N RG24-20 S/N 41209992, completed initial Capacity Testing to Verify Continued Airworthiness per Concorde RG Series Main Aircraft Battery Component Maintenance Manual. document 5-0171 Rev Q dated 12/04/2018, battery found to be at 92%.
19. Complied with *12 month* ICA AMSAFE seat belt inspection, found everything ok at this time
20. Complied with *12 month* Engine Tanis Heater ICA



Date



INTERNATIONAL AIRPORT  
PO BOX 35126 - DES MOINES, IOWA 50315-  
0302 TELEPHONE (515) 256-5300 - FAX (515)  
256-5537  
dmfs.com

Date 09/26/2025

N6891S

PA46-350P

4636807

HOBBBS: 754.2

21. Complied with 12 month 2-Day extended range fuel cap ICA
22. Complied with 12 month Gami U1100 AVGAS ICA
23. Complied with 3 year / 1000 hour Garmin Servo Actuator output gear inspection and lubrication, found everything ok at this time
24. Adjusted rudder cable tensions to within AMM limits. IAW PA-46-350P AMM: 270-20-00.
25. Replaced prop deice brush block assembly P/N 758-598. Opps check good
26. Replaced lower vacuum pump shroud P/N 89682-002

I certify that this Aircraft 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. 525-0269

Date Signed 09/26/2025:

K9 JJ 20

Kurt Gabriel

Des Moines Flying Service

FAA CRS G9CR485J



Total To  
Carry Forward

