

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: 455-101-00 | S/N: 5410

Install date: 07/29/2022

Overhaul Due Date: 5 years from install date

Return to: www.coguardian.com

AIRCRAFT DESCRIPTION

Registration No. N6891S

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

Serial No.: 4636807 Type Certificate No.: A2550
N0001 808401

Colors: GLOSS BLACK & BR. 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-1341R-1N

Left _____
Right _____

Blade Numbers

Left _____
Right _____

2022 MODEL

D3833
D3835
D4190

COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

A. D. No. and Date	Method of Compliance (See Log for Details)	Time on Aircraft	Date of Compliance	Signature and Certificate No.
	All applicable Federal Aviation Administration Airworthiness Directives, through Bi-Weekly <u>2022-19</u> , have been complied with at the time of manufacture.	Signed: 	5.7 SEP 21 2022	STEVEN J. VANANTWERP 999996931 PIPER AIRCRAFT, INC.

AIRCRAFT LOG

Date	Aircraft Time	Recorder Reading	Maintenance
This Date	Total		
SEP 21 2022	Brought Forward →	5.7	<p>The Altimeter and Static System Test required by FAR 91.411 have been performed. The altimeter(s) have been tested:</p> <p>On (Pri) <u>6/29/22</u> at <u>55,000 ft.</u> (Sec) <u>6/29/22</u> at <u>55,000 ft.</u></p> <p>The ELT is installed per FAR 91.207.</p> <p>Battery Replacement date: <u>JUL 2028</u></p> <p>The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.</p> <ol style="list-style-type: none"> 1. Make <u>Garmin</u> Model <u>GTX 345R</u> S/N <u>3EHO42804</u> 2. Make <u>Garmin</u> Model <u>GTX 335R</u> S/N <u>3EFO25209</u> <p>Details of this inspections are on file at this facility under: AFT S/N <u>4636807</u> Date <u>8/30/22</u></p> <p>The Automatic Pressure Altitude Reporting Equipment Test required by FAR Part 91.217 have been performed this date: <u>8/30/22</u></p> <p>The standby altimeter and static system test required by FAR Part 91.411 have been performed. The standby altimeter has been tested to <u>55,000 ft.</u> on <u>6/29/22</u>.</p> <p><i>I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate.</i></p> <p>Signature: <u>STEVEN J. VANANTWERP</u> Date: <u>SEP 21 2022</u> Piper Aircraft, Inc.</p>
Total To Carry Forward		5.7	

Registration No. N6891S

and Remarks

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 RC-206 PLR.)
Signed: STEVEN J. VANANTWERP

Piper 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 +/- 1½

POWER	FLAPS	TIP GRAMS ACTUAL SETTINGS
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: STEVEN J. VANANTWERP

Piper STEVEN J. VANANTWERP 999996931
PIPER AIRCRAFT, INC.



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	53.4	Piper	PA46-350P	4636807

1. Removed and replaced fuel pressure line at servo to pressure switch with new, p/n 84015-077. Ref. Piper wo SC029442.
 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 Inspector for Muncie Aviation Company.
Date 10/21/2022 Signed CC CRS# AJVR135C, Muncie, Indiana 47303 765-289-7141.



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

- Completed 1st 50 hour inspection IAW Piper Inspection Checklist PA-46-350P p/n 765-040.
- 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 20W50 X/C
- Reconnected #6 CHT probe wires and wrapped in nonconductive tape.
- Secured Pilot and Co-pilot arm rest.
- Retorqued cylinder return line hose clamps to 20 inch lbs. Leak check good Ref. Lycoming service manual TIO 540-AE2A.
- 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 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: CJ CJ Inspector for Muncie Aviation Company
CRS#AJVR135C, Muncie, Indiana 47303 765-289-7141



DESI MOINES FLYING SERVICE

INTERNATIONAL AIRPORT
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\intendence

02/07/2023
HM: 105.6

N6891S

PA46-350P

dmfs.com

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 22062.

Date Signed 02/07/2023;

Des Moines Flying Service.

Kurt Gabriel
F.

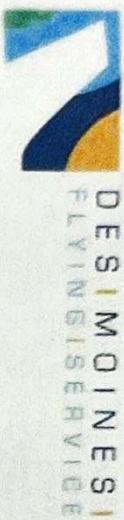
FAA CRS G9CR485J

INSP.
#26

Total To
Carry Forward

Registration No. _____

Certificate 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.

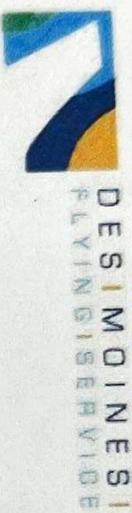
This aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order № 31688.

Date Signed 06/16/2023:

David Baxter Jr.
Des Moines Flying Service,
FAA CRS G9CR485J

MSp
#35

AIRCRAFT LOG



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04/17/2023

N6891S

PIPER PA-46-350P

TOTAL: 267.0

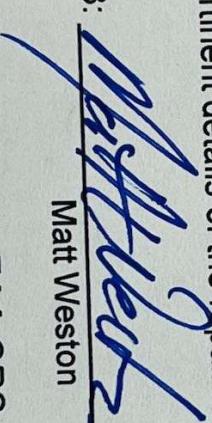
SN: 4636807

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 №.22237.

Date Signed 07/20/2023:


Matt Weston

INSP.
#32

Des Moines Flying Service

FAA CRS G9CR485J

Total To Carry Forward
• Hatched Box

Registration No. _____

and Remarks

Signature

Certificate No.



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08/29/2023

N6892S

PIPER
PA-46-350P

SN 4636807

HOBBS: 323.1

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.

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 No 31712

INSPECTED
#35

Date Signed 08/29/2023:

David Baxter Jr.

Des Moines Flying Service,
FAA CRS G9CR485J

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 pitch servo gearbox, part number 233-00075-04.

Removed five retention pins from the yaw servo gearbox, part number 233-00075-01. Installed five new retention pins on the yaw servo gearbox, part number 233-00075-03.

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

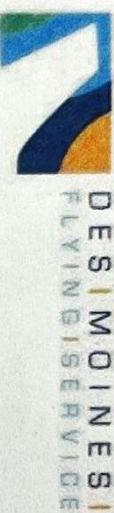
This aircraft, airframe, aircraft engine, propeller, or appliance identified above, was repaired, and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 31721.

Total To
Carry Forward

Date Signed 09/15/2023: Jon R. Swanson
Des Moines Flying Service,

Jon R. Swanson
FAA CRS G9CR485
INSP. #14

and



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Date 09/15/2023

N6891S

PA46-350P

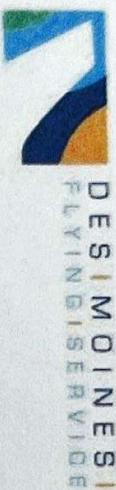
4636807 HOBBS: 336.6

MAKE	MODEL	SERIAL N°	TOTAL
LYCOMING	TIO-540-AE2A	L-14671-61A	336.6
HARTZELL	HC-I3Y1R-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 1131A* 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 HOBBS: 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

and R



DES MOINES
FLYING SERVICE

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Date 09/15/2023

N6891S

PA46-350P

4636807

HOBBS: 336.6

- 26. Adjusted Vacuum to 5.1psi
- 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. Bleed 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:

Kurt Gabriel

INSP.
#26

Des Moines Flying Service

FAA CRS G9CR485J



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11/15/2023
Hour Meter: 359.2

N6891S PIPER PA-46-350P
SN: 4636807
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 №.22368.

Date Signed 11/15/2023:

Matt Weston

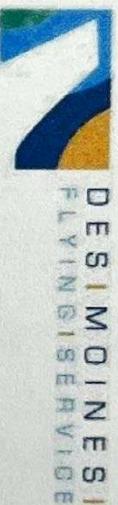
MSP
#32

Des Moines Flying Service FAA CRS G9CR485J

Total To	
Carry Forward	

Documentation No.

and Ref



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02/05/2024

Hour Meter: 379.8

N6891S

PIPER PA-46-350P

TOTAL: 379.8
SN: 4636807

No.

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.

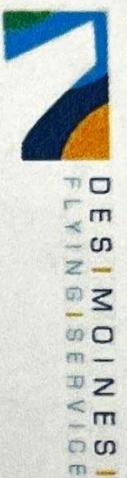
Date Signed 02/05/2024:

Matt Weston

INSP
#32

Des Moines Flying Service

FAA CRS G9CR485J



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05/21/2024

HOBBS: 440.0

TACH:

N6891S

PIPER PA-46-350P

SN: 4636807
TOTAL: 440.0

AIRCRAFT LOG

1. CW Installation of STC #SA01967WI I.A.W. Installation Instructions Report 06-6560003, Rev. IR Dated May 4, 2021. Submitted Form 337 to FAA.

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 №.22576

Date Signed 05/21/2024:

A handwritten signature in blue ink that appears to read "Daniel Folkers".

INSP.
#44

Daniel Folkers

Des Moines Flying Service

FAA CRS G9CR485J

Total To			
Carry Forward			



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Re No.

Date 4/8/2024

N6891S

PA46-350P

4636807 HOBBS: 422.2

MAKE	MODEL	SERIAL №	TOTAL
LYCOMING	TIO-540-AE2A	L-14671-61A	422.2
ENGINE	HC-13Y1R-1N	NY419B	422.2
PROPELLER			

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 №.22533.

KO M QD

INSP.
#26

Date Signed 4/8/2024:

Kurt Gabriel

Des Moines Flying Service

FAA CRS G9CR485J



DES MOINES

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itenance

Date 06/21/2024

N6891S

PA46-350P

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HOBBS: 467.3

1. Complied with 250 Hour TIT probe replacement. Installed new TIT 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.

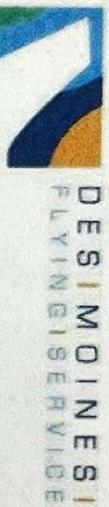
Date Signed 06/21/2024: James Reed (Inst. #24)

Des Moines Flying Service | FAA CRS G9CR485J

Total To
Carry Forward

Registration No. _____

and Rem



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FLYING SERVICE

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dmfs.com

08/01/2024

HM: 516.7

N6891S

PA46-350P

SN 4636807

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.

KD

INSP.
#26

Date Signed 08/01/2024:

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

N6891S

Aircraft Model No

PA-46-350P

Aircraft Serial No

4636807

Work Order No

22652

Squawk No

8

Item Position

GI 275 Air DATA
Stand BYPart Number
Serial Number
Manufacturer011-04489-10
5M2107651
Garm

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

INSP.

#14

DMFS SEQUENCE

#14

CHECK LIST NUMBER 6322

REMARKS:

REJECTED

REPAIRABLE

SERVICABLE
See reverse side

WARRANTY

IDENTIFICATION

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*

Jon R. Swanson

Des Moines Flying Service, Inc.,

FAA CRS G9CR485J

Total To
Carry ForwardINSP.
#14

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.

CONDITION 2: USED WITH 91.411 ALTIMETER TESTS AND INSPECTIONS ONLY

914 **INSPI
#14**
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

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.

STATUS TAG		INSP. #14	Date: 08-01-2024
Customer	Aircraft Registration No		
Work Order No	N6891S		
Squawk No	Aircraft Model No		
	PA-46-350P		
Item	Aircraft Serial No		
Position	4636807		
Quantity	2		
Initial the appropriate box(es) below to indicate item status			
REJCTED	REPAIRABLE	SERVICEABLE	See reverse side
2	INSP. #14	DMS	Sequence checklist
WARRANTY			
IDENTIFICATION			
 Des Moines Flying Service Des Moines International Airport 6307 SW 28th Street • Des Moines, IA 50321			
FAA CRS G9CR485J			
Form 128			

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

<i>MB</i> 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	

STATUS TAG**INSP.
#14**Signature: *John R. Brandon*

Customer

Work Order No **22652**Squawk No **2268**Aircraft Registration No **N6891S**Aircraft Model No **PA-46-350P**Aircraft Serial No **4636807**Item **GDC72 AIRPAITA**Part Number **011-03734-00**Serial Number **45S004131**Manufacturer **Garmi**

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

REMARKS:

**DMFS SEQUENCE
checklist number 6322****Des Moines Flying Service
Des Moines International Airport
6307 SW 28th Street • Des Moines, IA 50321****FAA CRS G9CR485J****REJECTED****REPAIRABLE****SERVICEABLE**
See reverse side**WARRANTY****IDENTIFICATION****Form 128**

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.

CONDITION 2: USED WITH 91.411 ALTIMETER TESTS AND INSPECTIONS ONLY

**INSPI
#14**
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

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



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08/01/2024
HOBBS: 516.7

N6891S

PIPER
PA-46-350P

SN 4636807

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: 45S004131. Standby Air Data G1 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 № 22652.

Date Signed 08/01/2024: Jon R. Swanson

Des Moines Flying Service, Inc., FAA CRS G9CR485J

INSP.
#14

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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 No 31919

Date Signed 10/04/2024:

A handwritten signature of David Baxter Jr. in black ink.

David Baxter Jr.

Des Moines Flying Service,

FAA CRS G9CR485J

11/5/20
#35

, No.

AIRCRAFT LOG



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Date 10/04/2024

N6891S

PA46-350P

4636807

HOBBS: 551.9

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
PROP	LYCOMING	TIO-540-AE2A	L-14671-61A	551.9
	HARTZELL	HC-I3Y1R-1N	NY419B	551.9

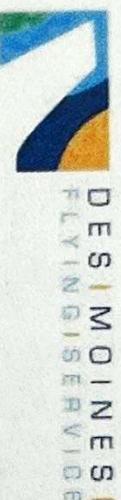
Complied an Annual Inspection in accordance with Piper PA46-350P Maintenance Manual 761-876 dated 4-30-2023 Chapter 5-20-00 inspection checklist.

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.

**Total 1
Carry**

Registration No. _____

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- Date 10/04/2024 N6891S PA46-350P 4636807 HOBBS: 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.
 18. Complied with *GI-275 Standby Instrument Magnetic VAR DB* has been updated. 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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N6891S

PA46-350P

4636807

HOBBS: 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 A.3-06-2749-1 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

and



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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:

Kurt Gabriel

INSP.
#26

Des Moines Flying Service

FAA CRS G9CR485J

TEM

Muncie Aviation Company
An Employee Owned Company



Piper

Reg. Mark	Hobbs	Make	Model	SN
N6891S	591.2	Piper	PA 46-350P	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: Agustin Maiz Inspector for Muncie Aviation Company. CRSS# AJVR135C. Muncie, Indiana 47303. 765-289-7141.

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

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:

Agustin Maiz, Inspector

FAA Certificated Repair Station WD4R618M

5360 NW 20th Terrace Fort Lauderdale, Florida 33309

Phone 954 491 3170 Fax 954 491 1612

Registration No. _____

and



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04/28/2025
HM: 647.2

N6891S

PA-46-350P

SN 4636807

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
PROP	LYCOMING	TIO-540-AE2A	L-14761-61A	647.2
	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 No S-25-0137.

Date Signed 04/28/2025:
Spencer Thornton
Spencer Thornton
Des Moines Flying Service.

FAA CRS G9CR485J



Re No.

AIRCRAFT LOG

Date	Aircraft Time	Recorder Reading	Maintenance
07/01/2025	PO BOX 35126 – DES MOINES, IOWA 50315-0302	256-5537	INTERNATIONAL AIRPORT
HM: 715.4	TELEPHONE (515) 256-5300 – FAX (515) 256-5537	dmfs.com	PO BOX 35126 – DES MOINES, IOWA 50315-0302
	N6891S	PA-46-350P	
	MAKE	MODEL	SERIAL №
	ENGINE	TIO-540-AE2A	L-14761-61A
	PROP	HC-13Y1R-1N	NY419B
			TOTAL
			715.4
			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: <i>Spencer Thornton</i>	INSP #47	
	Des Moines Flying Service.	FAA CRS G9CR485J	
Total To Carry Forward			

Registration No. _____

TBM

MAC

Piper

Muncie Aviation Company
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Reg. Mark	Hobbs	Make	Model	SN
N6891S	738.5	Piper	PA46-350P	4636807

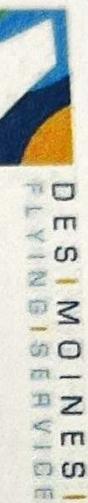
1. Re-rigged alternate air door. Ops check good. Ref. MM 71-00-00.
2. Cleaned sump drain. Drain op check is good with no leaking. Ref. 28-10-00

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 CRS under Work Order No. S-25-4044 Date: 8/28/2025

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

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Date 09/26/2025 N6891S PA46-350P 4636807 HOBBS: 754.2

ENGINE	MAKE	MODEL	SERIAL №	TOTAL
PROP	LYCOMING	TIO-540-AE2A	L-14671-61A	754.2
	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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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 1338A* 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* Artx 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 Artx 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



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Date 09/26/2025

N6891S

PA46-350P

4636807

HOBBS: 754.2

- 21. Complied with *12 month* 2-Day extended range fuel cap ICA
- 22. Complied with *12 month* Gami UI100 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. Ops 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. **S25-0269**

Date Signed 09/26/2025: Kurt Gabriel

Des Moines Flying Service
FAA CRS G9CR485J



Total To
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