



U.S. Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

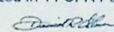
For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

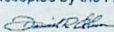
1. Aircraft	Nationality and Registration Mark N186CA	Serial No. 32R-8013046	
	Make PIPER	Model PA-32R-301	Series N/A
2. Owner	Name (As shown on registration certificate) UNIVERSITY OF NEBRASKA	Address (As shown on registration certificate) 3835 HOLDREGE ST	
		City LINCOLN State NEBRASKA Zip 68503-1435 Country UNITED STATES	

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in 14 CFR Part 43.7.

February 27, 2017  Date: 2017.02.27 09:13:52
-06'00'
Inspector, CE09, LNK FSDO

The attached new Instructions for Continued Airworthiness dated February 27, 2017, for the above aircraft or component major alteration have been accepted by the FAA.

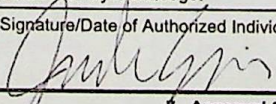
February 27, 2017  Date: 2017.02.27 09:14:13
-06'00'
Inspector, CE09, LNK FSDO

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name SILVERHAWK AVIATION INC		☐ U.S. Certificated Mechanic	☐ Manufacturer
Address 1751 W KEARNEY AVE		☐ Foreign Certificated Mechanic	C. Certificate No.
City LINCOLN State NEBRASKA		☒ Certificated Repair Station	YQSR759U
Zip 68524-2407 Country UNITED STATES		☐ Certificated Maintenance Organization	

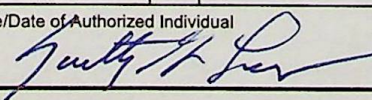
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  MAR 02 2017
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	☐ FAA Fit Standards Inspector	☐ Manufacturer	☐ Maintenance Organization	☐ Person Approved by Canadian Department of Transport
	☐ FAA Designee	☒ Repair Station	☐ Inspection Authorization	Other (Specify)

Certificate or Designation No. YQSR759U	Signature/Date of Authorized Individual  MAR 02 2017
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N186CA

MAR 02 2017

Nationality and Registration Mark

Date

National AirParts, Inc. 100 Amp Alternator Installation

- a. Removed the existing FAA - PMA Kelly Aerospace 14 volt, 60 amp alternator P/N. ALY-6521R.
- b. Installed one (1) each new National AirParts, Inc. FAA - PMA 14 volt, 100 amp alternator P/N. P312R in the original mount location; with original mounting hardware.
- c. Replaced existing 6 gauge alternator wiring with 4 gauge wire P/N. M22759/16-4-9 with new end terminals as required for increased current/load carrying capability. Reference the manufactures supplied instructions and AC43.13-1B Chapter 11, Section 4, and Section 5.
- d. The original 5 amp alternator field circuit breaker was retained.
- e. No change in electrical load. The newly installed 100 amp alternator has increased load carrying capability.
- f. Updated the aircraft weight and balance to reflect the current installation.
 - Flight Manual Supplement: There is no aircraft flight manual supplement for this installation.
 - Instructions for Continued Airworthiness: See FAA Accepted ICA below.
1. Introduction: The National AirParts, Inc. alternator is a direct FAA-PMA replacement for the OEM alternator.
2. Description: Small Case FAA-PMA 100-Amp System -- The physical size of OEM 60 Amp alternator.
3. Control: No change in control, as original installation. The original 5 amp alternator field circuit breaker was retained.
4. Servicing Information: On-Condition see manufactures instructions.
5. Maintenance Instructions: See the manufactures instructions and the Piper PA-32R-301 Maintenance Manual Chapter 24 for maintenance and troubleshooting details.
6. Trouble Shooting Information: See the manufactures instructions and the Piper PA-32R-301 Maintenance Manual Chapter 24 for maintenance and troubleshooting details.
7. Removal and Replacement: See the manufactures instructions and the Piper PA-32R-301 Maintenance Manual Chapter 24 for maintenance details.
8. Diagrams: See the manufactures instructions and the Piper PA-32R-301 Maintenance Manual Chapter 91 (91-10-00) Charts and Wiring Diagrams for details.
9. Special Inspection Requirements: None.
10. Application of Protective Treatments: None, Not applicable.
11. Data: See the manufactures instructions and the Piper PA-32R-301 Maintenance Manual Chapter 91 Charts and Wiring Diagrams for details.
12. List of Special Tools: None.
13. For Commuter Category Aircraft: Not Applicable.
14. Recommended Overhaul Period: On-Condition.
15. Airworthiness Limitations Section: There are no additional airworthiness limitations for this installation.
16. Revisions: A letter will be submitted to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the form 337.

See Silverhawk Aviation, Inc. CRS No. YQSR759U Shop Order Number 17-22860 for details.

END

☐ Additional Sheets Are Attached

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

File ID: **N186CA**

AD Number Effective Date	Description	Complied Date Time	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Piper Aircraft Corp.		Category Airframe		Model PA-32R-301 (SP)		
Superseded by 86-17-01		Part #: Serial #: 32R-8013046				
80-24-03 11/28/1980 ©ATP	©ATP			Once		1. 2. 3. 4.
81-24-07 11/20/1981 ©ATP	TO PREVENT A POTENTIALLY HAZARDOUS CONDITION DURING LANDING AND GROUND OPERATION DUE TO THE FAILURE, CONTD. ©ATP	12/15/1981 539.0 TT	P/CW -- S.L. 927	©ATP	Signature:	1. 2. 3. 4.
86-17-01 8/21/1986 ©ATP	TO PREVENT SMOKE IN THE COCKPIT AND POSSIBLY COMPLETE ELECTRICAL FAILURE RESULTING FROM SHORTING OF, CONTD. ©ATP	10/18/1986 1078.0 TT	P/CW -- S.L. 811A	©ATP	Signature:	1. 2. 3. 4.
93-05-10 4/30/1993 ©ATP	TO PREVENT THE INABILITY TO RETRACT OR EXTEND THE NOSE LANDING GEAR, WHICH COULD RESULT IN SUBSTANTIAL, CONTD. ©ATP	12/28/1993 2030.6 TT	P/CW -- S.B. 955	Recur	No longer recurring.	1. 2. 3. 4.
95-26-13 2/5/1996 ©ATP	TO PREVENT OIL COOLER HOSES FROM FAILING OR RUPTURING, WHICH COULD RESULT IN ENGINE STOPPAGE AND SUBSEQUENT, CONTD. ©ATP	4/11/1999 2809.0 TT	P/CW -- Installation of TSO-C53A Type D hoses.	©ATP	Signature:	1. 2. 3. 4.
96-10-03 6/14/1996 ©ATP	TO PREVENT FAILURE OF THE FLAP HANDLE ATTACH BOLT & SUDDEN RETRACTION OF THE FLAPS, WHICH, IF NOT DETECTED, CONTD. ©ATP	11/5/1996 2517.2 TT	P/CW -- P/N 63900-174 bushing installed.	Once	Signature:	1. 2. 3. 4.
				©ATP	Signature:	

©ATP

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Airworthiness Directive Compliance Record

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Piper Aircraft Corp.						
Category Airframe						
Model PA-32R-301 (SP)						
Part #: Serial #: 32R-8013046						
99-05-09 3/19/1999	To prevent pieces of a damaged induction air filter from being ingested into the engine, which could, contd.		N/A by Puralator Filter NOT installed.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Airworthiness Directive Compliance Record

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-K1G5D		
Part #: Serial #: L-16361-48A						
63-14-03 7/6/1963	OIL PUMP DRIVE SHAFT	3/22/1999	C/W at Factory O/H.	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
66-20-04 8/27/1966	TO PREVENT FURTHER FAILURES OF OIL FILTER ADAPTER GASKET, P/N 74904	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
75-08-09 R(3) 8/18/1977	TO PREVENT OIL PUMP FAILURES, INSPECT, REPLACE AND ASSEMBLE THE OIL PUMP DRIVE SHAFT AND DRIVE IMPELLER	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
75-09-15 4/30/1975	TO PREVENT POSSIBLE FUEL STARVATION TO THE ENGINE	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
78-23-10 11/7/1978	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO AN OVER RICH CONDITION, CONTD.	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
79-04-05 9/26/1979	TO PREVENT AN IN-FLIGHT POWER LOSS DUE TO THE SEPARATION OF THE P/N 2529192 REGULATOR DIAPHRAGM STEM ASSEMBLY	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

©ATP

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Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

File ID: **N186CA**

AD Number Effective Date	Description	Complied Date Time	Status	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Model IO-540-K1G5D		Part #: Serial #: L-16361-48A	
2002-23-06 11/19/2002	Superseded by 2004-05-24				Once	1. 2. 3. 4.	
©ATP	©ATP				©ATP	Signature:	
2002-26-01 1/31/2003	To prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting,contd.	4/1/2005 1266.4 Tach	Inspected I/A/W MSB 342D.	Recur	Each 100hr/ maintenance	1. 2.A&P IA 3.513882407 4.Darren Zanardi	
©ATP	©ATP				©ATP	Signature:	
2003-14-03 8/14/2003	To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or,contd.		N/A by type and P/N of pump installed.	Recur		1. 2. 3. 4.	
©ATP	©ATP				©ATP	Signature:	
2004-05-24 C 3/30/2004	To prevent the loss of all engine power and possible forced landing	3/22/1999	N/A by engine overhaul date.	Once		1. 2. 3. 4.	
©ATP	©ATP				©ATP	Signature:	
2004-10-14 C 6/25/2004	To prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure		Due at propeller strike or sudden stoppage.	Once		1. 2. 3. 4.	
©ATP	©ATP				©ATP	Signature:	

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Precision Airmotive	Category Fuel Injected System	Model RSA-10ED1	Part #: Serial #: 70171910			
79-21-08 10/24/1979	TO PREVENT A FUEL FLOW CUTOFF TO THE ENGINE AND SUBSEQUENT LOSS OF POWER		CW at O/H	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Airworthiness Directive Compliance Record

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Part #: Serial #: L-16361-48A		
Model IO-540-K1G5D						
98-17-11 C 10/19/1998	TO PREVENT CRANKSHAFT FAILURE DUE TO CRACKING, WHICH COULD RESULT IN AN INFLIGHT ENGINE FAILURE AND POSSIBLE,CONTD. ©ATP	3/22/1999	CW at Factory O/H.	Once		1. 2. 3. 4.
©ATP				©ATP	Signature:	
98-18-12 9/28/1998	Superseded by 2003-14-03			Recur		1. 2. 3. 4.
©ATP				©ATP	Signature:	
2000-18-53 E 9/5/2000	Superseded by 2002-12-07			Recur		1. 2. 3. 4.
©ATP				©ATP	Signature:	
2002-12-07 7/3/2002	To prevent complete loss of engine oil and subsequent seizing of the engine and possibility of fire,contd. ©ATP	3/22/1999	N/A by factory overhaul date.	Recur		1. 2. 3. 4.
©ATP				©ATP	Signature:	
2002-19-03 9/20/2002	To prevent crankshaft failure, which could result in total engine power loss, in-flight engine failure and,contd. ©ATP		N/A by turbocharger STC NOT installed.	Once		1. 2. 3. 4.
©ATP				©ATP	Signature:	
2002-20-51 E 10/1/2002	Superseded by 2002-23-06			Once		1. 2. 3. 4.
©ATP				©ATP	Signature:	

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

File ID: **N186CA**

AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Category Model Part #: Textron Lycoming Engine IO-540-K1G5D Serial #: L-16361-48A						
95-07-01 4/12/1995 ©ATP	TO PREVENT ENGINE FAILURE DUE TO CONNECTING ROD BOLT FAILURE, WHICH COULD RESULT IN DAMAGE TO OR LOSS, CONTD. ©ATP	3/22/1999	C/W at Factory O/H.	Once	1. 2. 3. 4. Signature:	
95-26-02 1/24/1996 ©ATP	TO PREVENT DETONATION DUE TO LOW OCTANE, WHICH CAN RESULT IN SEVERE ENGINE DAMAGE AND SUBSEQUENT FAILURE ©ATP		N/A by registration number.	Once	1. 2. 3. 4. Signature:	
96-09-10 C 7/15/1996 ©ATP	TO PREVENT OIL PUMP FAILURE DUE TO IMPELLER FAILURE, WHICH COULD RESULT IN AN ENGINE FAILURE ©ATP	3/22/1999	C/W at Factory O/H.	Once	1. 2. 3. 4. Signature:	
96-23-03 12/17/1996 ©ATP	TO PREVENT AN INFLIGHT ENGINE FAILURE DUE TO FUEL STARVATION, WHICH COULD RESULT IN A FORCED LANDING ©ATP	3/22/1999	C/W at Factory O/H.	Once	1. 2. 3. 4. Signature:	
97-01-03 1/21/1997 ©ATP	Superseded by 97-15-11 ©ATP			Once	1. 2. 3. 4. Signature:	
97-15-11 8/12/1997 ©ATP	TO PREVENT PISTON PIN FAILURE, WHICH COULD RESULT IN ENGINE FAILURE ©ATP	3/22/1999	C/W at Factory O/H.	Once	1. 2. 3. 4. Signature:	
				Once	1. 2. 3. 4. Signature:	

Airworthiness Directive Compliance Record

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Textron Lycoming		Category Engine		Part #: Serial #: L-16361-48A		
		Model IO-540-K1G5D				
81-18-04 R2 6/7/1982	Superseded by 96-09-10			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
83-22-04 11/4/1983	TO PREVENT ENGINE FAILURE DUE TO FATIGUE FAILURE OF THE INJECTOR FUEL DIAPHRAGM STEM	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
91-14-22 8/19/1991	Superseded by 2004-10-14			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
92-12-05 7/10/1992	TO PREVENT PISTON PIN FAILURE, OR PISTON RELEASE, AND ENGINE FAILURE	3/22/1999	C/W at Factory O/H.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
93-02-05 6/14/1993	Superseded by 2002-26-01			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
94-14-13 L 6/23/1994	Superseded by 95-26-02			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

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AD Number Effective Date	Description	Complied Date Time	Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Piper Aircraft Corp. Category Airframe Model PA-32R-301 (SP) Part #: Serial #: 32R-8013046						
67-20-04 9/27/1967	TO PRECLUDE THE POSSIBILITY OF FAILURE OF THE MAIN LANDING GEAR TORQUE LINK		N/A by type of gear links installed.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
67-26-02 5/22/1968	VARIOUS MODIFICATIONS		N/A by M/N.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
68-01-03 5/21/1968	FORWARD AND REAR WING-TO- FUSELAGE ATTACHMENT FITTINGS		N/A by M/N.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
72-04-03 1/1/1972	Superseded by 76-25-06			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
76-25-06 12/23/1976	Superseded by 95-26-13			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
80-14-03 7/1/1980	DISRUPTION OF RADIO COMMUNICATION	5/24/1984 806.0 TT	P/CW -- S.B. 681	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

File ID: **N186CA**

AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Teledyne Continental		Category Magnetos		Model D-3000 SERIES		Part #: 10-682560-13 Serial #: AO79902G
78-09-07 R3 1/17/1983	Superseded by 96-12-07			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
81-12-06 R1 11/12/1981	TO DETECT LOOSE DISTRIBUTOR GEAR ROTATING ELECTRODES ON MAGNETOS	3/22/1999	CW at O/H	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE CONTD.	3/22/1999	CW at O/H	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
96-12-07 7/18/1996	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE	4/1/2005 1266.4 Tach	500 hour inspection performed by Central Cylinder Service.	Recur	Each 500hr: 1766.4	1. 2.A&P IA 3.513882407 4.Darren Zanardi
©ATP	©ATP			©ATP	Signature:	<i>Darren Zanardi</i>

Airworthiness Directive Compliance Record

Profile Content Version: 3/11/2005

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Airborne Manufacturing		Category Vacuum Pumps		Model 215CC		Part #: Serial #: 36032
98-23-01 11/20/1998 ©ATP	TO PREVENT FAILURE OF THE PRIMARY DRY AIR PUMP CAUSED BY DEFECTIVE FLEXIBLE COUPLING, WHICH COULD CONTD. ©ATP	4/1/2005 1206.4 Tech	N/A by Date Code --- Newly O/H'd pump installed at this time.	Once	1. 2. 3. 4.	Signature:

Airworthiness Directive Compliance Record

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AD Number Effective Date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By
Manufacturer Bendix Corporation		Category Ignition Switches		Model P/N 10-357XXX		Part #:
76-07-12 R1 8/30/1977	IGNITION SWITCHES	4/1/2005 1266.4 Tach	Ops check	Recur	Each 100hr: 1366.4	1. 2.A&P IA 2. 3.513882407 3. 4. Darren Zanardi
©ATP	©ATP			©ATP	Signature: <i>Darren Zanardi</i>	

AD NOTES COMPLIANCE RECORD

Date 10-14-95

A/C Make/Model/Popular Name _____ A/C Req. # _____

S/N _____ Total Time in Service _____ Tach Time _____

[illegible]

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

AIRCRAFT PA32R-301 ENGINE 44C IO-540-K1650 PROPELLER HARTZELL H
N 18CA S/N 32R-8013046 S/N L-17159-40A S/N DY1001
HC-C34R-1RF

A. D. NO.	REVISION DATE/NO.	SUBJECT	DATE/HOURS AT COMPLIANCE	METHOD OF COMPLIANCE	ONE-TIME	RECURRING	COMPLIANCE DUE DATE/HOURS	AUTHORIZED SIGNATURE/RAT. NO.
80-14-03	39-3810	Disruption of RADIO communication	5-24-84 806 TTH-2	SB 681	X			PCW
81-24-07	39-4055	Landing Gear	12-15-81 TACH 539.0	SL 927 Kit 764135V	X			PCW
86-17-01	39-5393	Ammeters	10-8-86 TACH 1078	SB 811 Kit 765-186	X			PCW
93-05-10	39-8514	Nose Landing gear	12-28-93 TACH 20306	SR 955 PARTS KIT 766-253	X			PCW
93-02-05	39-8487	Fuel Injection Lines		SB 342A		X	Annua/100k O-H	
91-14-22	39-6916	CRANKSHAFT GEAR Retaining Bolt		44C SB 475		X	O-H, sudden stoppage prop strike	
92-12-05	39-8265	Piston pins		N/A model # SB 501B	X			PCW
93-11-11	39-8584	Fuel pump		N/A Overhaul date				
94-14-13	6-23-94	Fuel contamination		N/A of "N" #				
78-09-07	39-4538	Impulse Coupler		SB 5990 Balx		X	500 hrs	
77-12-06	39-3097	Blade Shank	TACH 1387.73 5-11-90	O-H-		X	TTP 1338273	
93-16-14	39-8704	Hus Recliner		N/A NOW-TURBO Trans/altera				

77-12-06

85-14-10

90-04-06

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, Engine, Propeller, or Appliance/Comp. Make PIPER Model 32R301 Serial No. 32R8013046

AD Number & REV. DATE	SUBJECT	Date and Hours at Compliance	METHOD OF COMPLIANCE	One-Time	Recurring	Next Comp. Due Date/Hours	Authorized Signature and Number
80-14-03	DISRUPTION OF COMMUNICATIONS	5/24/84 806	MODIFIED	X			
80-24-03	SMOKE IN COCKPIT	12/8/80 317.3	MODIFIED	X			
81-24-07	LANDING GEAR DOWN LOCK	12/15/81 539.0	MODIFIED	X			
86-17-01	STORE IN COCKPIT	10/18/86 1078	MODIFIED	X			
81-18-04	OIL PUMP FAILURE	—	N/A	—			
83-22-04	FUEL INJECTOR	—	N/A	—			
77-12-06	PROP BLADE SHANK	5/11/88 878	INSPECTION		X	5190 2378	
78-09-06	IMPULSE COUPLING	11/6/86 1093	INSPECTION		X	1593	
80-17-14	MAGNETO LOSS	—	P/C/W.	X			
82-11-05	POWER LOSS	2/20/82 686	MODIFIED	X			
82-20-01	IMPULSE COUPLING	—	N/A	—			
87-10-06	RI ROCKER ARM	—	N/A	—			
77-12-06	PROP BLADE SHANK	5/11/90 1386.99	INSPECTION + OVERHAUL		X	5/95 3386.99	
78-09-07	Impulse Coupling	6/23/88	Inspection		X	1748.42	

DUNCAN
AVIATION

WORK ORDER PRINT

Job Detail

Date
Work Order10/31/06
FLZ1A3701 AVIATION RD
LINCOLN, NE 68524
(402)475-2611
CRS# JGVR194FCustomer: UNIVERSITY OF NEBRASKA N186CA
ATTN: JOLENE FOSTER
237B HARDIN HALL
3310 HOLDREDGE STREET
LINCOLN, NE 68583-0972Customer 117288
Customer P.O.
Registration 186CA
Make/Model/Serial PIPER/PA-32R-301/80
Date In 10/23/06
Project Manager GARRETT, DOYLE

CUSTOMER SQUAWKS

- 1 #2 VOR CDI needle is inoperative.

Accessed the #2 indicator and nav wiring. Found it didn't match prints. Found nav converter in back of A/C. Rang out wiring, wiring checked good. Cleaned and reseated connectors. Found system to work. Reinstalled units removed for access. System function tests good.

Approved from item(s): 1

Parts	Labor	O/S	Total
.00	346.50	.00	346.50

- 2 Stormscope intermittently flags.

Researched manual, found flag only appears if the DG is failing. Checked voltages for flag and gyro output at stormscope, they checked ok. Removed stormscope processor for repair. No further action taken at this time.

Approved from item(s): 2

Parts	Labor	O/S	Total
.00	315.00	.00	315.00

- 3 #1 Comm is weak.

Removed #1 comm for repair. Installed repaired #1 comm. #1 comm function tested satisfactory.

Discrepancy: Unit is weak.

Preliminary Findings: Bench checked and found receiver sensitivity good, but squelch is misaligned. Transmitter is good also.

Corrective Actions: Realigned noise and carrier squelch.

DUNCAN
AVIATION

WORK ORDER PRINT

Date 10/31/06
Work Order FLZ1A

Job Detail

3701 AVIATION RD
LINCOLN, NE 68524
(402)475-2611
CRS# JGVR194FUnit function tested per King KY-196/197 maintenance manual,
Revision 3, Sept 1983.No current U.S. Airworthiness Directives apply.
Approved from item(s): 3

Parts	Item Labor	O/S	Total
.00	368.00	.00	368.00

CUSTOMER SQUAWKS

Parts	Labor	O/S	Total
.00	1,029.50	.00	1,029.50

OTHER

Consumable

Unit Price	Amount
30.88	30.88
O/S	Total
30.88	30.88

WORK ORDER TOTALS

Parts	Labor	O/S	Total
.00	1,029.50	30.88	1,060.38

9:25:56

* * * * THIS IS A FINAL WORK ORDER * * * * KADAA

10/31/06



U.S. Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N186CA	Serial No. 32R-8013046	
	Make PIPER	Model PA-32R-301	Series N/A
2. Owner	Name (As shown on registration certificate) UNIVERSITY OF NEBRASKA		Address (As shown on registration certificate)
			Address3835 HOLDREGE ST
			CityLINCOLN StateNEBRASKA
			Zip68503-1435 CountryUNITED STATES

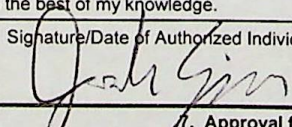
3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
NameSILVERHAWK AVIATION INC		☐ U.S. Certificated Mechanic	☐ Manufacturer
Address1751 W KEARNEY AVE		☐ Foreign Certificated Mechanic	C. Certificate No.
CityLINCOLN StateNEBRASKA		☒ Certificated Repair Station	YQSR759U
Zip68524-2407 CountryUNITED STATES		☐ Certificated Maintenance Organization	

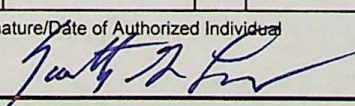
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual  MAR 02 2017
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	☐ FAA Fit Standards Inspector	☐ Manufacturer	☐ Maintenance Organization	☐ Person Approved by Canadian Department of Transport
	☐ FAA Designee	☒ Repair Station	☐ Inspection Authorization	Other (Specify)

Certificate or Designation No. YQSR759U	Signature/Date of Authorized Individual  MAR 02 2017
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DUNCAN
AVIATION

WORK ORDER PRINT

Date
Work Order10/05/06
FLMJA

Job Detail

3701 AVIATION RD
LINCOLN, NE 68524
(402)475-2611
CRS# JGVR194FCustomer: UNIVERSITY OF NEBRASKA N186CA
ATTN: JOLENE FOSTER
237B HARDIN HALL
3310 HOLDREDGE STREET
LINCOLN, NE 68583-0972Customer 117288
Customer P.O.
Registration 186CA
Make/Model/Serial PIPER/PA-32R-301/81
Date In 9/28/06
Project Manager HANNER, CHARLES

CUSTOMER SQUAWKS

- 1 Intercom is creating an audio receive problem with both Comm Radios. Comm's receive normally when Intercom is switched off.

Duplicated discrepancy. Comm audio does not always make it through the intercom system. When intercom is turned off it always goes through to the headsets. Removed intercom unit and installed new intercom unit. Intercom and comm radios function checks satisfactory.

Approved from item(s): 1

Parts	Qty	Unit Price	Amount
18486G-01	1.00	429.69000 BA	429.69
ISOCOMM , DAVID CLARK			
SER# N/A			

Parts	Labor	O/S	Total
429.69	241.50	.00	671.19

- 2 Install new ELT battery.

Removed ELT battery and installed new ELT battery that expires in October 2008. ELT function tested satisfactory. Inspected ELT IAW 14 CFR 91.207. ELT battery P/N BP-1010 S/N N/A.

Approved from item(s): 2

Parts	Labor	O/S	Total
.00	105.00	.00	105.00

CUSTOMER SQUAWKS

Parts	Labor	O/S	Total
429.69	346.50	.00	776.19

like to make a
10/05 - emailed a
10/16 - emailed Rick ok's - hold as he checks into cost 10/16
10/19 - emailed D. ...

DUNCAN
AVIATION

WORK ORDER PRINT

Date
Work Order10/05/06
FLMJA

Job Detail

3701 AVIATION RD
LINCOLN, NE 68524
(402) 475-2611
CRS# JGVR194F

OTHER	Unit Price	Amount
Freight: 559618,184868-01	22.59	22.59
Consumable	10.39	10.39
	O/S	Total
	32.98	32.98

WORK ORDER TOTALS

Parts	Labor	O/S	Total
429.69	346.50	32.98	809.17

15:42:01

* * * * THIS IS A FINAL WORK ORDER * * * * THODU

10/05/06

DUNCAN
AVIATION

WORK ORDER PRINT

 Date 10/09/06
 Work Order FLFNA

Job Detail

 3701 AVIATION RD
 LINCOLN, NE 68524
 (402) 475-2611
 CRS# JGVR194F

 Customer: UNIVERSITY OF NEBRASKA N186CA
 ATTN: JOLENE FOSTER
 237B HARDIN HALL
 3310 HOLDREDGE STREET
 LINCOLN, NE 68583-0972

 Customer 117288
 Customer P.O.
 Registration 186CA
 Make/Model/Serial PIPER/PA-32R-301/80
 Date In 10/04/06
 Project Manager PRATER, JAMES

CUSTOMER SQUAWKS

1 Customer requests replacement of aircraft main battery.

Removed old gill battery. Serviced new gill battery with electrolyte and charged. Cleaned battery box with baking soda and water. Flushed with clean water and dried with rags. Installed new gill battery and reinstalled panels removed for access.

Approved from item(s): 1

Parts	Qty	Unit Price	Amount
G35	1.00	EA	
BATTERY , DRY (3QT ACID REQ'D)			
SER# G02291059			

Item Parts	Labor	O/S	Total
149.04	344.00	.00	493.04

CUSTOMER SQUAWKS

Parts	Labor	O/S	Total
149.04	344.00	.00	493.04

OTHER	Unit Price	Amount
Consumable	10.32	10.32
	O/S	Total
	10.32	10.32

WORK ORDER TOTALS

Parts	Labor	O/S	Total
149.04	344.00	10.32	503.36

YOU MAY RECEIVE ADDITIONAL BILLING ON PARTS BILLED AT THE EXCHANGE PRICE DUE TO THE POSSIBILITY OF REJECTED CORES OR REDUCED CORE VALUE.

DUNCAN
AVIATION

Job Statement

Date 10/09/06

3701 Aviation Rd 15745 South Airport Road
Lincoln, NE 68524 Battle Creek, MI 49015
800.228.4277 800.525.2376
Fax: 402.475.5541 Fax: 269.969.8489

Bill To: UNIVERSITY OF NEBRASKA N186
ATTN: JOLENE FOSTER
237B HARDIN HALL
3310 HOLDREDGE STREET
LINCOLN, NE 68583-0972

Make, Model, Serial PIPER, PA-32R-301, 8
Registration 186CA
Customer P.O.
Job FLFNA
Customer 117288
Project Dates 10/04/06 - 10/04/06
Project Manager JAMES ROBERT PRATER

Job Billings

Invoice
4037929

Date
10/09/06

Amount
\$503.36

Sub Total

\$503.36

BALANCE DUE AS OF 10/09/06

\$503.36