

How to use your adlog™ Maintenance Recordkeeping System

adlog™ ID Number

Each *adlog*™ is registered with an ID Number which can be found on the upper right corner of the AD Index page. Please use this number with all correspondence or communications.

Step 1

Complete and return the enclosed optional equipment questionnaire. This information will be entered in the *adlog* monitoring system so that you will be immediately sent any ADs that have been issued on optional equipment you have installed in your aircraft. This is the only way you will receive currently applicable and future *adNote*™ pages on this equipment, *so do it right away*.

Step 2

Enter the appropriate data called for at the beginning of each maintenance recordkeeping book, number all the pages in the space provided and insert the books in the binder under the appropriate index tabs.

Insert the AD Index page(s) in the *AD Index* section, the *Aircraft Inspection Status* form at the front of the *Airframe Maintenance* section, and the *Service Bulletin Compliance* form in the *Service Bulletin* section.

In each of your existing maintenance logbooks make the following entry in the next available space: "See *adlog*™ System Log No. () for further entries after (date).

From now on all further maintenance entries will be made in the appropriate *adlog*™ section.

The airframe, engine and propeller logs are used in the conventional way except that AD entries need not be duplicated in these logs. The avionics log is used to record transponder biennial inspections, any avionics maintenance, and can be used for recording VOR-VOT checks required for IFR certified aircraft.

Use the *Service Bulletin* section for storing all your service notes, bulletins or letters that are received from the various manufacturers. If you are not currently receiving these bulletins, contact their Customer Service Departments for complete details.

Step 3

Put all existing Major Repair and Alteration forms (FAA Form 337) in the holder supplied in your *adlog*™.

Step 4

Make a copy of your current weight and balance data and put it in the appropriate section (Note: For U.S. registered aircraft, FAR 91.31 requires that your weight and balance data be carried on the aircraft at all times). Your most current weight and balance data may be on an FAA Form 337 if any equipment additions or deletions have been made to the aircraft that would affect its weight and balance distribution.

Step 5

Airworthiness Directive section—You have been supplied with a complete set of all currently applicable Airworthiness Directives issued for your aircraft (by Model & Serial Number) and its standard equipment, exclusive of any options, from the date of original aircraft certification. Use the AD Index Page to verify that all applicable *adNote*™ pages have been included. When there are more than one item of a kind installed on the aircraft, such as magnetos etc., individual *adNote*™ pages are supplied for each applicable component on your aircraft equipment list.

As new AD's are issued, add the applicable information to the AD Index Page.

A revised Index Page will be issued each year at the time of your subscription anniversary date. Use this as a checklist to make sure that you have received all applicable *adNote*™ pages.

Multi-Engine Aircraft— If yours is a multi-engine aircraft, additional applicable *adNote*™ pages are supplied, one for each engine, propeller, and engine related accessory, such as magneto's, vacuum pumps, generators, etc. These individual *adNote*™ pages provide the owner/operator with a comprehensive picture of AD compliance requirements for each engine, propeller, accessory, etc.—*instantly!*

How ADs Are Numbered —

U.S. System. The FAA numbers AD's by the year, bi-weekly period during that year, and by the number of AD's issued during that bi-weekly period.

For example:

Numbering prior to year 2000

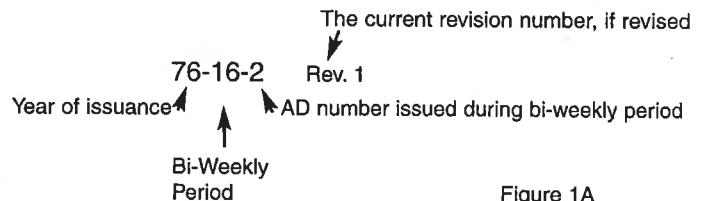


Figure 1A

Numbering after year 2000

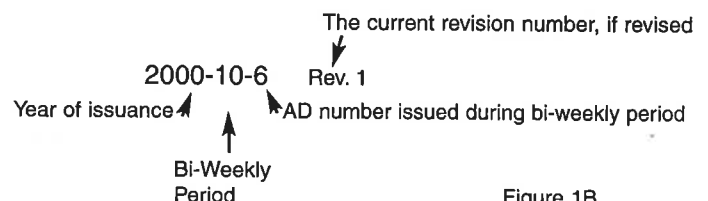


Figure 1B

The first 2/4 digits indicate the year of issuance, the second grouping of 1 or 2 digits indicates the bi-weekly period during that year and the third group of 1 or 2 digits indicates the AD number issued during that 2 week period. In the case of the above example, the number indicates that this was Revision 2 of the second AD issued by the FAA during the 16th bi-weekly period of 1976.

The FAA when issuing a revision of a particular AD does not change the AD number, but incorporates the revision information in the text of the AD.

NOTE: The addition of revision numbers was only recently put into effect by the FAA. The revision numbers (if applicable) will be included on all future and reprinted *adNote*™ pages. Be assured that all *adNote*™ pages included in your *adlog* maintenance recordkeeping system contain the latest version of each AD issued to date.

Determining AD Applicability—

The text in each AD refers to the affected item by serial and/or model number. If you wish, you may discard those ADs that do not apply to your aircraft after checking the serial and/or model numbers affected, although we suggest that you keep them in the front of the ADs *Permanently Complied With* section, marking them "N/A" — not applicable. The remaining ADs presumably apply to your aircraft.

NOTE: IT IS POSSIBLE FOR AN AIRWORTHINESS DIRECTIVE ISSUED ON A DATE PRIOR TO THE MANUFACTURE OF YOUR AIRCRAFT TO APPLY TO YOUR AIRCRAFT. READ ALL DIRECTIVES CAREFULLY, ESPECIALLY THOSE THAT BEAR REPETITIVE INSPECTION COMPLIANCE REQUIREMENTS, PAYING CAREFUL ATTENTION TO THE SERIAL AND/OR MODEL NUMBER APPLICABILITY.

Fig. 2

N1234M
AIRCRAFT REGISTRATION NO

72-410009
AIRCRAFT SERIAL NO

BARNBURNER II
TYPE AIRCRAFT

adNote

74-11-1 R
AD NUMBER

Windshield Outer Panes

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
JULY 8, 1974	1422	265	PREVIOUSLY COMPLIED WITH —	
	SEE AIRFRAME LOG # (2) FOR ENTRY			

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Initial *adNote*™ Page Entries

Carefully check through your old logbooks for each AD entry, and copy the entry, on the appropriate AD sheet as shown in Fig. 2.

NOTE

You *must* keep your old logbooks to prove previous AD compliance, as they contain the original maintenance facility compliance signatures.

You may find that you have *adNote*™ pages for which you have no record of AD compliance. Check these with your maintenance facility to see if the AD is applicable, and if necessary, have the AD complied with according to the stated requirements. You may also find that you have AD entries in your logbook for which you

have no *adNote*™ pages. In most cases this will be because the AD in your logbook will have been superseded by a later AD or it may have been cancelled. If in doubt, contact AeroTech or your maintenance facility. Alternatively, the AD shown in your log may be for some optional equipment which has not been included in your *adlog*™ System (until you send in your questionnaire, see Step 1 above).

All ADs that have been permanently complied with or those that are not applicable should be filed numerically in the *ADs Permanently Complied With* section. All ADs that have not yet been complied with, or those requiring repetitive compliance should be filed numerically in the *ADs Requiring Additional Compliance* section.

Now take the AD Index sheets and record the appropriate data on them under the appropriate headings.

Figure 3

DATE	TOTAL TIME AT COMPL	TACH OR RECORDING METER TIME AT COMPL	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE TACH OR RECORDING METER TIME	
1-26-76	1147	324	PER 1a, b, +c below	1247	424	Jonathan Mealy 12345 A+P
6-4-76	1247	424	PER 1a, b, +c below	1347	524	Jonathan Mealy 12345 A+P

Color-Coding & Method of Making Entries—The *adNote*™ pages are color-coded—green to indicate non-repetitive AD's and red for repetitive or recurring AD's. This makes it possible to locate repetitive ADs in a matter of seconds. The maintenance compliance forms on the *adNote*™ pages also differ as the format for the repetitive ADs is conveniently set up so that the interval for future compliance can be determined *instantly*, as shown in Figure 3.

In the example shown in Fig. 3 you will note that on January 26 the AD was complied with at 1147 hours total time-in-service. The Tach (or recording meter) indicated 324 hours. If, for example the AD requires compliance every hundred hours, the time for the next compliance is extended in the *Next Compliance Due* column which indicates that the next compliance is due at 1247 hours total time-in-service or 424 hours on the tachometer (or recording meter).

This example shows a tach (or recording meter) time that differs from the total time. This is frequently common in that many airplanes have had engine(s) and/or tachometer (or recording meter) changes made during the life of the aircraft and consequently both meter and total time entries must be made in all maintenance records. This *adlog*™ format eliminates the problem of juggling numbers.

"Method of Compliance" Entries—The Federal Aviation Regulations require that the method of compliance *be spelled out in its entirety* when making log entries. The *adNote*™ page simplifies and facilitates these entries as the AD itself is spelled out word for word on the same page as its associated maintenance compliance form, therefore, it is only necessary when making entries to refer to either the "AD below" or the appropriate paragraph in the AD as shown in Fig. 3.

After the *adlog*™ System entries have been brought up to date, all future AD compliance entries are now made directly on the *adNote*™ pages. It is not necessary to duplicate these entries in the individual maintenance log books, since these sheets now represent the permanent record of compliance.

AD Index & Type of AD—On each *adNote*™ page to the right of the AD number is a letter or combination of letters. The Letter **N** indicates a non-repetitive AD or an AD requiring one-time compliance.

The letters **N/M** indicate a non-recurring AD that requires more than one type of compliance. The letter **R** indicates a repetitive or recurring AD. The letters **N/R** indicate an AD that requires repetitive or recurring compliance which becomes non-recurring or fully complied with when some type of modification or parts replacement is made.

The *Type of AD* codes are also entered in the second column of the index page as illustrated in Fig. 4.

When an AD coded **N/R** has been complied with in such manner as to become non-recurring, cross off the letter **R** on the Index page (See Fig. 4). For AD's coded with an **N/M**, cross off the letter **M** on the Index page when the multiple compliance feature has been completed. It is now possible to spot AD's that require additional compliance in the time it takes to run your finger down the *Type of AD* column, looking for either **R**'s or **M**'s that have not been crossed off.

Federal Register Amendment Numbers

The Federal Register amendment number (FAA issued AD's only) of the AD can be found in the first few lines of text. The publication of AD's in the U.S. Federal Register began in 1960, so that AD's issued before then would *not* have any amendment numbers listed.

Revised AD's (U.S. only)

Revised AD's are indicated on the *adNote*™ pages by the word "Rev." next to the AD number. The portions of the text that have been revised are indicated by means of a vertical line in the margin, to the left of the text that has been changed.

Step 6

Initiate the Inspection Status Form. This is a very handy way to stay on top of all required inspections as they come due — annual, 100-hour and progressive inspections, engine oil and filter changes, overhauls, transponder checks, IFR altimeter-static system checks, ELT battery replacement dates and so on (See Fig. 5).

If you operate a fixed-wing aircraft, you now have your *adlog*™ System working.

Helicopters, Turbine-Powered or Piston-Powered Part 135 Fixed-Wing Aircraft

Included is a section for *Service or Life-Limited Components*, consisting of individual maintenance, overhaul and replacement record sheets to be used for each life-limited component, as well as special index pages for quick reference. All applicable information should be entered on these sheets and the Index filled in and brought up to date. This will now enable you to easily stay on top of individual component removal and replacement times as well as providing a complete maintenance & AD history of these components.

Transfer of Ownership or Renewal of Expired Subscriptions

If your aircraft is sold, the remainder of the current *adlog*™ subscription can be transferred to the new owner/operator free of charge. Just complete and mail the enclosed transfer card.

If the subscription has lapsed, it can be reinstated and brought up to date. Write or call for full particulars.

If at any time you have any questions concerning your *adlog*™ System . . . or if we can be of assistance in any way, do not hesitate to contact us.



AEROTECH PUBLICATIONS INC.

www.adlog.com
 PO BOX 1359 / SOUTHOLD, NY 11971-0965
 (631) 765-9375
 1-800-235-6444
 FAX: (631) 765-9359

adlog **Airworthiness Directive Index**
 Page No. 1
 Aircraft PA-24-250, S/N 242904 Effective Date 09/16/88
 Superseded by AD Number N/A

AD NUMBER	TYPE	SUBJECT
		ENGINE(s): O-540-A1D5
		PROPELLER(s): HC-A2V6-1
		MAGNETO(s): Bendix 'S' Series
62-26-05	N	EXHAUST SYSTEM
63-14-03	NR	LYCOMING ENGINE
63-22-03	N	MARVEL-SCHEBLER CARBURETOR
63-27-03	N	LANDING GEAR RETRACTION MOTOR CIRCUIT
64-10-04	N	CARB. AIR BOX DEFLECTOR VANES
64-16-05	N	LYCOMING ENGINE
64-22-03	N	LANDING GEAR SAFETY SWITCH
65-11-04	N	STABILATOR CONTROL SYSTEM
65-25-03	NR	NOSE GEAR DRAG LINK CLEVIS
66-05-04R1	N	MARVEL-SCHEBLER CARBURETOR
66-20-04	N	LYCOMING ENGINE
68-05-01R1	NR	EXHAUST MUFFLER
68-13-03R1	NR	FUEL CELL COLLAPSE
68-19-04R1	R	HARTZELL PROPELLER
69-24-03	N	MARVEL-SCHEBLER CARBURETOR
72-06-05R2	N	MARVEL-SCHEBLER CARBURETOR
75-23-05R1	N	OPERATION LIMITATION PLACARD

Figure 4

adlog **Aircraft Inspection Status**
 Aircraft Registration No. N1234M
 Make & Model Barnburner II
 Serial No. II-543210
 Page 1 of 1

TYPE OF INSPECTION	DUE AT			COMPLETED WITH		
	HOURS	CYCLES	DATE	HOURS	CYCLES	DATE
Annual			3-31-76			3-30-77
100 hr.	1126			1120		
100 hr.	1120			1320		
ELT Battery			9-30-77			
Altimeter-Static Syst.			4-22-77			
Transponder Biennial			10-26-78			
100 hr. Annual	1420			1420		3-30-77
Annual			3-31-78			

Figure 5

Service Bulletin Compliance

Aircraft Registration No. 3505F
 Make & Model LC42-550F6
 Serial No. 42062

MANUFACTURER	BULLETIN NUMBER	REVISION NUMBER	BULLETIN DATE	SUBJECT	COMPLIANCE ACCOMPLISHED: Date, Time or Cycles	ADDITIONAL COMPLIANCE REQUIRED AT: Date, Time or Cycles
Lancair	SB04-004	C		Left Hand Alternator	184.7	
Lancair	SB04-008	A		Rear Seat Belts	184.7	
Lancair	SB04-003	-		Fuel Selector Knob	184.7	
Lancair	SB-04-016	-		Rodder Pedal Bushing	184.7	
Andyne	601-0004-36			ALS update	184.7	
Lancair	SB 04-012	A		Nose Strut	184.7	
Lancair	SB05-003			EC\$ Fan Housing	184.7	
Columbia	SB-05-009	A		Condenser Bay Sealing	259.1	



Aircraft Inspection Status

Aircraft Registration No. N350SF

Page ____ of ____

Make & Model LC42-550FL7Serial No. 112062

TYPE OF INSPECTION	DUE AT			COMPLIED WITH		
	HOURS	CYCLES	DATE	HOURS	CYCLES	DATE
Annual			5-7-05	184.7		5-1-06
ELT			5-01-06			5-1-06
Pitot static			4-28-06			
Transponder			4-29-06			
	184.7		5-7-05			
Annual			5-06			

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AIRFRAME
MAINTENANCE
RECORDS**



AIRFRAME MAINTENANCE RECORDS

Log No. 7


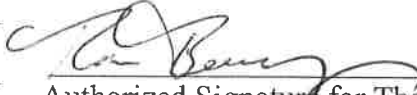

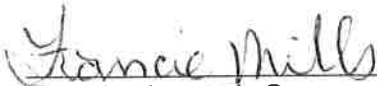
Aircraft Registration No. N35DSE

Aircraft Mfg. Helancair Co. Model LC42-550 Ftg Serial No. 42062

Engine Mfg. Teledyne Continental Model TQ-550N Serial No. 688014
Engine Mfg. _____ Model _____ Serial No. _____



Propeller Mfg. Hartzell Model RHC-J34FRF/F16W4 Serial No. FD3804B
Hub Design No. _____ Hub Serial No. A69963B
Blade Design No. _____ Blade Serial No's. K02302
K02299
K02300

Propeller Mfg. _____ Model _____ Serial No. _____
Hub Design No. _____ Hub Serial No. _____
Blade Design No. _____ Blade Serial No's. _____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
4-28-04	0	0	 THE LANCAIR COMPANY CERTIFIED AIRCRAFT The altimeter P/N 5934PD3-A.616, S/N 438612. The Trans-Cal SSD120-30A-RS232A, S/N SRA 9306 altitude reporting equipment, and the pitot /static systems were tested as required by FAR 91.411, Lancair Document SB240001 Rev-, and was found to comply with FAR part 43 Appendix E. A static system leak test has been performed, and was found to comply with FAR 23.1325.  4 MAY 04 Authorized Signature for The Lancair Company
5-7-04	0	0	 THE LANCAIR COMPANY CERTIFIED AIRCRAFT Semi-Portable Oxygen System installed IAW STC SA01060SE at time of aircraft manufacture.*  For The Lancair Company


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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
5-7-04	2.1	2.1	 <p>A check of Airworthiness Directives made by using bi-weekly 2004-09</p> <p><u>Bill Hall</u> For The Lancair Company</p>
5-7-04	3.1	3.1	 <p>This aircraft was manufactured under FAA Production Certificate 719NM to Type Certificate Data Sheet A00003SE Revision 10. The following items were incorporated at the time of manufacture; Teledyne Continental IO-550N Engine serial number 688014. Production flight testing has been completed pursuant to Lancair Document QB900001 Revision -. A check of Airworthiness Directives complied with using Bi-Weekly 2004-09. A Standard Airworthiness Certificate is applied for on this date.</p> <p><u>Bill Hall</u> The Lancair Company</p>

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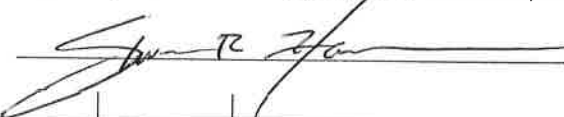
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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5/7/2004	3.1	3.1	<p>I find that the aircraft meets the requirements for the certification requested and have issued a standard airworthiness certificate, FAA form 8100-2, dated <u>5/7/2004</u>. The next inspection is due <u>5/2005</u>.</p> <p>Signed:  Terry E. Merxbauer DAF 636205NM</p>

LANCAIR
22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs: 4.2
Date: 5/24/04
Lancair LC42-550FG
S/N: 42062

Removed left voltage regulator, P/N R1530L, and replaced with new R1530L voltage regulator. Operationally checked left alternator, no defects noted.

 Steven R. Hansen A&P542944943



Date: 7-19-04
Reg: N350SF

Model: LC42-550 FG
HM: 17.6

S/N: 42062
W/O: M001099

Replaced #1 cylinder EGT probe with new P/N RR46431 and replaced #1 cylinder CHT probe with new P/N RR1035401. Ground runs and operation checks good. The Aircraft, Airframe, Aircraft Engine(s), Propeller(s), or Appliance(s) identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this facility.
END

APPROVED BY:  FOR
PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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PIEDMONT HAWTHORNE

Date: 7/21/04
Reg.: N350SF

Model: Lancair 350
HM: 23.3

S/N: 42062
WO #: M001114

C/W Lancair Mandatory S/B-04-012 Nose gear strut inspection. No defects noted at this time. Gear to be re inspected at next ten hours of operation.

The Aircraft, Airframe, Aircraft Engine, Propeller, or Appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this Repair Station. END

APPROVED BY: *Harold B...* A&P 335504688 FOR
PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC

DATE: 9-09-04
REG: N350SF

MODEL: LC42-550FG
HM: 67.0 WO# M001187

S/N: 42062

Performed inspection of nose fork per SB 04-012, applied customer's supplied decal to cabin door, installed abrasion boot to nose gear fairing, complied with SB 04-008 per inspection of rear seat belt, no defects noted. Run up, leak and ops check good. The item(s) identified under this work order were inspected and repaired in accordance with current FAA regulations and approved for return to service. Pertinent details of this repair are on file at this agency. END

APPROVED BY: *Bruce N McKeon* Bruce McKeon A&P 2653200
PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC

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22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:184
Date 5-14-2005
Lancair LC41-550F
S/N:42062

Installed XM weather system per Lancair Service Letter SL-04-008. Updated Avidyne EX5000 software, per Avidyne Service Bulletin 601-00004-032. Installed Carbon Monoxide Detector per Service Letter SL-05-002. Installed Ryan TCAD in compliance with Lancair Service Letter SL-05-001. Enabled Flight Director only mode on the Autopilot per Lancair Service Letter SL-05-004A. Aircraft Weight and Balance Records were updated to reflect the installation of the XM weather, TCAD and the Carbon Monoxide Detector Systems.

Derek Vincent



Derek Vincent A&P 572130566



22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:184.
Date 5-14-2005
Lancair LC42-550F
S/N:42062

Installed new Left hand Alternator per Lancair service bulletin SB-04-004C. Als updated MFD per Avidyne SB#601-00004-36 Rev 01.

Derek Vincent



Derek Vincent A&P 572130566

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22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:184.7
Date:June 20, 2005
Lancair LC42-550FG
S/N:42062

Complied with Stormscope filtering installation per Lancair Service Letter SL-05-003. Installed Xenon landing light per Lancair Service Letter SL-04-012. Installed Air conditioning System per SI-05-019. Complied with Lancair Service Letter, SL-04-004A for pitot upgrade. Complied with Lancair Service Bulletin, SB-04-012A for nose strut rework. Aircraft Weight and Balance Records were updated to reflect the installation of the Xenon landing light, pitot upgrade and the Air Conditioning System.

Justin Reimer

Justin Reimer A621077132



22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:184.7
Date:June 20, 2005
Lancair LC42-550FG
S/N:42062

I certify this aircraft has been inspected in accordance with an Annual Inspection and determined airworthy this date. All applicable AD's complied with through bi-weekly 2005-12, see ADLog.

Complied with FAR91.207d, ELT battery due 5/1/06.











Justin Reimer

Justin Reimer 621077132 IA



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			<p>TOTAL brought forward from previous page</p>
			<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  <p>22550 Nelson Road Bend, Oregon 97701</p> </div> <div style="width: 30%; text-align: center;"> <p><u>THE</u> <u>LANCAIR</u> <u>COMPANY</u> Certified Aircraft</p> </div> <div style="width: 30%;"> <p>N350SF Hobbs: 184.7 Date: 6-22-2005 Lancair LC42-550FG S/N: 42062</p> </div> </div> <p>Complied with Lancair Service Bulletin SB-04-008 Rev. A, Rear Seat Belt. Complied with Lancair Service Bulletin SB-04-003 Fuel Selector Knob. Ops check ok. This aircraft is approved for return to service.</p> <p> Edward A. Wakefield A&P 2836947</p> <div style="display: flex; justify-content: center; gap: 20px; margin-top: 20px;">    </div>
			<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  <p>22550 Nelson Road Bend, Oregon 97701</p> </div> <div style="width: 30%; text-align: center;"> <p><u>THE</u> <u>LANCAIR</u> <u>COMPANY</u> Certified Aircraft</p> </div> <div style="width: 30%;"> <p>N350SF Hobbs: 185 Date 6/22/05 Lancair LC42-550FG S/N:422062</p> </div> </div> <p>Complied with Service Bulletins SB-04-016 Rudder pedal Bushing. Complied with Service Bulletin SB-05-003 ECS Fan Housing. Ops check OK..</p> <p> Jeffrey A. Schroeder A&P 539800020</p> <div style="display: flex; justify-content: center; gap: 20px; margin-top: 20px;">    </div>

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Date: 09/14/05
 N350SF, LC42-550FG, S/N 42062
 HOBBS: 235.5

REMOVED COVER FOR A/C CONDENSOR AND RESEALED. SEALED AROUND CANNON PLUG AND SEALED 2 PLEXIGLASS PANELS ON REAR BULKHEAD. (CO2 DETECTORS) REMOVED CANNON PLUG FOR MFD, DISASSEMBLED, CHECKED WIRING AND REASSEMBLED AND RECONNECTED. OPS CHECKED GOOD. WRANG OUT WIRING FOR #5 CHT - WIRING CHECKED GOOD. DISCONNECTED AND RECONNECTED WIRE ENDS AND CANNON PLUG AND RECONNECTED. OPS CHECKED GOOD. ON ENGINE RUN UP. REMOVED EMERG. DOOR RELEASE PANEL, INSPECTED FUEL LINES, GASOLATOR, BOOST PUMP AND FUEL SELECTOR. NO EVIDENCE OF FUEL SEEPAGE OR LEAKS NOTED. APPLIED SPIWRAP TO LOWER FUEL LINE FROM LH WING DUE TO CHAFFING ON UPPER LINE. REMOVED AND REPLACED BOOST PUMP OPS LIGHT WITH NEW IMPROVED LIGHT. OPS CHECKED GOOD ON RUN UP.

Signature AP 30357521A

11/3/05	259.1	259.1	<p>Complied with Columbia SB-05-009A, Air Conditioning Bay sealing. R&R main gear bushings with new parts. Adjusted main wheel alignment per Columbia 350 M.M Chap 32-4, installed P/N shims.</p> <p>Repaired and painted Lt brake fairing. Removed Rt brake caliper, disassembled and cleaned. Replaced lower piston assy. with new piston, installed new O-Rings and assembled caliper. Installed caliper and bleed brake system.</p> <p>Removed and replaced Rt tire with new Flight Custom 15-6X6 per Columbia 350 M.M. Chap 32-11/12.</p>
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Signature AP 3074122

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			RICHMOND JET CENTER 5745 HUNTSMAN RD RICHMOND, VA 23250
			Reg #: 350SF Make: Columbia Model: 350 Date: 02-16-2006 W/O #: 4-9443 Meter: 297.6 S/N: 42062
			-Complied with Columbia SB-05-012, throttle lever inspection. No discrepancies noted, no further action needed.
			-Complied with Columbia SB-05-009 steps 15-18.
			-Removed and replaced #5 CHT probe with new RF1036401 probe.
			Ops check good on ground run.
			This Airframe, Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Details of this repair are on file at this agency under the work order listed above.
			<i>Laundre M. Currier</i> A+P 2818601 Authorized Signature
			RICHMOND JET CENTER 5745 HUNTSMAN RD RICHMOND, VA 23250
			Reg #: N350SF Make: Columbia Model: 350 Date: 04-06-2006 W/O #: 4-9489 Meter: 319.7 S/N: 42062
			-Installed exchange LH and RH speed brake cartridges I.A.W. Columbia 350 M.M. Chap. 27-25. Ops check good on ground test.
			LH S/N 982183 RH S/N 982184
			This Airframe, Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Details of this repair are on file at this agency under the work order listed above.
			<i>[Signature]</i> A+P 3074122 Authorized Signature

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	TOTAL —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
8-11-06	406.7	TOTAL	brought forward from previous page
		ACTT	AERO INDUSTRIES, INC. GRS BIER466C I CERTIFY THIS AIRCRAFT
		Hms	WAS INSPECTED IN ACCORDANCE WITH A/AN ANNUAL INSPECTION AND
PROP. Gov TSO =	406.7	ETSM	AND IS DETERMINED TO BE AIRWORTHY AND IS APPROVED FOR RETURN TO
	406.7	PROP TSN	SERVICE UNDER W.O. 46623 M/TACH 406.7 TT 406.7
			DATE 8-11-06 SIGN Donald R. Young

AERO INDUSTRIES, INC
5745 HUNTSMAN RD.
RICHMOND INTL AIRPORT
VA. , 23250-2411

DATE - 8/11/06
MAKE - COLUMBIA
M/N - LC42-550FG
S/N - 42062
REG. # - N350SF
TIME - 406.7

ENTER IN: AIRFRAME / ENG / PROP RECORDS

ANNUAL INSPECTION COMPLETED PER COLUMBIA ICA - CHECKLIST. ENGINE OIL AND FILTER CHANGE COMPLETED. REMOVED AND REPLACED EXPIRED ELT BATTERY - NEW DUE DATE = JULY 2008. C/W WITH 24 MONTH COMPASS SWING REQUIREMENT. C/W 24 MONTH / 500 HR. AILERON ROD SPECIAL INSPECTION ITEM. ROTATED MLG TIRES ON WHEELS. C/W 24 MONTH / 500 HR. AILERON SERVO TAB SPECIAL INSPECTION FRICTION TEST. C/W 200 HR. / 12 MONTH NLG STRUT SERVICE REQUIREMENT. C/W AIRWORTHINESS TIME CHANGE REQUIREMENT ON RH MAIN BATTERY. NEW BATTERY SN 40137770 INSTALLED IN RH SIDE. C/W AIRWORTHINESS LIMITATION FOR #2 ALTERNATOR BELT BY TENSION CHECK. C/W I.C.A. FOR SPEEDBRAKE 2000 SYSTEM. C/W ELT SYSTEM INSPECTION PER CFR 91.207 D. INSTALLED NEW PADS ON RH BRAKE PRESSURE PLATE DUE TO CHIPPING. INSTALLED NEW FLAP SELECTOR PANEL DUE TO LIGHTING FAILURE. REPLACED BATTERY SWITCH PANEL DUE TO LIGHTING FAILURE. REPLACED PROP GOV. ROD END BOLT DUE TO WEAR. SCREWS ON ENGINE ROCKER BOX COVERS TIGHTENED. INSTALLED NEW STATIC WICKS ON LH WING AND LH HORIZ. STAB DUE TO FAILURE TO MEET SPECS. REPAIRED ECS FAN HOUSING AND SECURED LOOSE HOSE. INSTALLED #4 CYLINDER EGT PROBE SENSOR DUE TO FAILURE. NEW REVISION OF AFM /POH GIVEN TO OWNER FOR INSTALLATION. C/W SB-06-004 COMPLETED BY TORQUE OF MIXTURE CONTROL BOLT. C/W SB-05-010 BY INSERTING COPY OF SB INTO AFM /POH. FOUND SB-05-002 WAS PREVIOUSLY COMPLIED WITH. CW AD NOTE 2005-02-01 AND SB-05-001 BY INSERTING INFORMATION INTO AFM. C/W SB-04-007 BY INSTALLING PLACARD. CLEANED CONNECTOR ON MFD AND REPLACED SIU TO CORRECT OIL PRESSURE DISPLAY. CALIBRATION CHECK OF ANALOG INDICATOR FOUND NORMAL. SIU SN 093 INSTALLED NEW. INSTALLED NEW NOSE TIRE DUE TO BEING OUT OF ROUND. SN 42910570 TIRE INSTALLED NEW. CLEANED MOUNTING SURFACE ON BOTH COMM. ANTENNAE. COMM. OPERATION FOUND NORMAL. #1 COMM. WAS BENCH CHECKED AND FOUND NORMAL. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH MANUFACTURER'S ACCEPTABLE DATA.

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND THE AIRCRAFT / COMPONENT IS APPROVED FOR RETURN TO SERVICE, WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER: WORK ORDER# 46623 DATE. 8-11-06

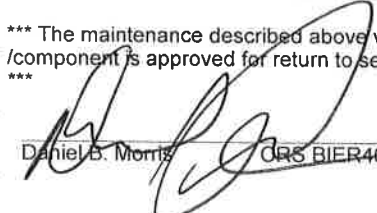
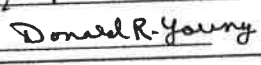
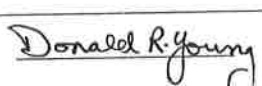
CERTIFICATE. BIER466C


SIGNATURE

Donald R. Young


SUB-TOTAL this page

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
10-13-06			TOTAL brought forward from previous page
428.0			<p style="text-align: right;">Aero Industries, Inc 5690 Clarkson Rd Richmond, VA 23250</p> <p>Reg #: N350FS Make: Columbia S/N: 42062 Date: 10-13-2006 WO: 46887 Hobbs: 428.0</p> <p>Applied PM research erosion tape to all leading edges. Replaced flap switch with new, p/n 050A0050-1Rev A s/n FSA00182. Ops ck ok. Complied with Comlumbia SB 06-006 IAW instructions 1-8 and 17.</p> <p>*** The maintenance described above was inspected and the aircraft /component is approved for return to service with respect to work performed ***</p> <p style="text-align: center;"> Daniel B. Morris ORS BIER466C</p>
3/6/07 523.y			<div style="border: 1px solid black; padding: 5px;"> <p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. , 23250-2411</p> <p style="text-align: right;">DATE - 3/6/07 MAKE - COLUMBIA M/N - LC 42 S/N - 42062 REG. #- N350SF TIME - 523.4</p> <p>ENTER IN: AIRFRAME / ENG / PROP RECORD</p> <p>CLEANED #4 CYLINDER CHT PROBE. RESEALED CONDENSER BAY PANEL AND ADJUSTED AFT BAGGAGE DOOR CLOSING AND CHECKED CARBON MONOXIDE LEVEL IN COCKPIT / CABIN. MICRO - MESHED WINDSHIELD. REMOUNTED COMPASS. INSTALLED REVISION TO XM DATABASE. ADJUSTED MLG ALIGNMENT TO SPECS. ALL WORK DONE IN ACCORDANCE WITH MANUFACTURER'S ACCEPTABLE DATA.</p> <p>The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work Performed. details of this repair are on file at this repair facility under: Work order# 47537 Date. 3/6/07</p> <p>CERTIFICATE. BIER466C SIGNATURE: </p> </div>
4-17-07 541.9 ACTT			<div style="border: 1px solid black; padding: 5px;"> <p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. , 23250-2411</p> <p style="text-align: right;">DATE - 4.17.07 MAKE - COLUMBIA M/N - LC 42 S/N - 42062 REG. #- N350SF TIME - 541.9</p> <p>ENTER IN: AIRFRAME / ENG / PROP RECORD</p> <p>C/W <u>SB-07-002</u> BY BEARING INSPECTION. C/W <u>AD NOTE 2007-07-06</u> BY BEARING INSPECTION. INSTALLED SEALING FOAM TAPE ON LOWER FUSELAGE PANELS. REMOVED AND <u>REPLACED RH ALTERNATOR</u> DUE TO FAILURE. O/H UNIT SN G112755 INSTALLED. WORK DONE IN ACCORDANCE WITH MANUFACTURER'S ACCEPTABLE DATA.</p> <p>The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work Performed. details of this repair are on file at this repair facility under: Work order# 47785 Date. 4.17.07</p> <p>CERTIFICATE. BIER466C SIGNATURE: </p> </div>





DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			 Hampton Roads Charter Service 5188 Willberry Hwy Chesapeake, VA 23321
			Date: 8-08-2007 N350SF Hobbs: 578.7
			Performed annual inspection in accordance with the Columbia service manual and I have determined that this aircraft is in airworthy condition. Installed new BA-9005 air filter element. Serviced all tires with air. Post operational check of above work was good.
			Performed E.L.T. annual inspection IAW 91.207d. Operational test of E.L.T. was good, battery due for replacement on or before July 2008.
			Nathan L. Steigenga A&P 373985852/IA <i>Nathan L. Steigenga</i>
2-14-08	641.1		

AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. , 23250 -2411	DATE - 2.14.08 MAKE - CESSNA M/N - 350 S/N - 42062 REG.# - N350SF TIME - 641.1
ENTER IN : AIRFRAME / ENG / PROP RECORDS	
REMOVED AND REINSTALLED PFD AFTER 7.0 SOFTWARE UPGRADE BY AVDYNE C/W SOFTWARE UPGRADE 7.0 TO MFD PER AVDYNE SB 601-00004-77. C/W <u>SB 07-009B</u> BY MODIFICATION. C/W <u>ENGINE OIL AND FILTER CHANGE</u> . INSTALLED 2 GA 56 ANTENNAE. INSTALLED 2 LOANER GNS 430 UNITS. TWO GNS 430W UNITS AND THEIR ANTENNAE REMOVED. REMOVED AND REPLACED VOR/GLIDESLOPE ANTENNA DUE TO INTERNAL FAILURE. NEW ANTENNA SN 4081109 INSTALLED. REFER TO MAINTENANCE RELEASE ENTRY FROM CRS BIER466C AVIONICS SHOP FOR FURTHER DETAILS. <u>REMOVED AND REPLACED MAIN BATTERIES</u> DUE TO LOW VOLTAGE. NEW BATTERIES SNS 40217114 AND 40218833 INSTALLED. FOUND <u>SB 07-017A</u> NOT FEASIBLE ON THIS AIRCRAFT DUE TO PREVIOUS MODIFICATION. NEW SERVICE BULLETIN PENDING FROM CESSNA. C/W <u>SB 07-007A</u> BY INSPECTION AND MODIFICATION. FOUND <u>SB 06-006A</u> HAS BEEN PCW.	
THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND THE AIRCRAFT / COMPONENT IS APPROVED FOR RETURN TO SERVICE, WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER: WORK ORDER# 49090 DATE. 2-14-08	

			 Hampton Roads Charter Service 5188 Willberry Hwy Chesapeake, VA 23321
			Date: 9-12-2008 N350SF Hobbs: 738.4
			Performed annual inspection in accordance with the Columbia service manual and I have determined that this aircraft is in airworthy condition. Installed new BA-9005 air filter element. Installed all new brake linings. Installed new left caliper cylinder and piston assembly. Installed new E.L.T. battery. Replaced #6 cylinder assembly with new TCM cylinder kit. Complied with AD2007-07-06 by inspection. Installed all new spark plugs. Serviced all tires with air. Post operational check of above work was good.
			Performed E.L.T. annual inspection IAW 91.207d. Operational test of E.L.T. was good, battery due for replacement on or before July 2008.
			Nathan L. Steigenga A&P 3336160/IA <i>Nathan L. Steigenga</i>

SUB-TOTAL this page


TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
			 <p>Date: 10-15-2009 N350SF Hobbs: 873.7 608.1</p> <p>Performed annual inspection in accordance with FAR part 43 (d) and I have determined that this aircraft is in airworthy condition. Complied with AD2007-07-06 by inspection, next due 10-2010. Complied with AD2009-9-9 by inspection and installation of new style rudder hinge brackets, next inspection due at hobbs-595.1 until AMOC for new brackets is approved. Proper rudder rigging/travel verified. Installed missing hardware in RH exhaust slip joint. Installed new brake discs and linings. Installed new main tires. Installed new RH tube. Installed new LH rear nav bulb. Repaired small hole in pilots inflatable door seal. Installed new pilot/co-pilot inflatable door seal supply coiled hoses. Installed new R.H. wing strobe tube. Installed new E.L.T battery. Serviced all tires with air. Post operational check of above work was good. Performed E.L.T. annual inspection IAW 91.207d. Operational test of E.L.T. was good, battery due for replacement on or before December 2011.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nat L Steigenga</i></p>
			 <p>Date: 11-17-2010 N350SF Hobbs: 1001.5</p> <p>Performed annual inspection in accordance with FAR part 43 (d) using the 350 series maintenance manual as a guide and I have determined that this aircraft is in airworthy condition. Complied with AD2007-07-06 by inspection, next due 11-2011. Complied with AD2009-9-9 by inspection. Installed new pilots side inflatable door seal. Installed new right aircraft battery p/n-RG1215. Installed new air filter element. Installed new outboard static wick on LH horizontal stab. Installed all new brake linings. Serviced all tires with air. Post operational check of above work was good. Performed E.L.T. annual inspection IAW 91.207d. Operational test of E.L.T. was good, battery due for replacement on or before December 2011.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nat L Steigenga</i></p>
			 <p>Date: 12-13-2011 N350SF Hobbs: 1094.7</p> <p>Performed annual inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this aircraft is in airworthy condition. Installed new E.L.T. battery. Complied with AD2007-06-06 by inspection. Complied with AD2011-03-04 by inspection of hinge brackets. AD2011-26-54 N/A by serial number. Installed new Skytec ST5 starter assembly. Installed new BA9005 air filter element. Installed new static wick on elevator. Re-torqued mixture control rod end and installed new cotter pin. Post ground and flight operational test of above work was good, no leaks. Performed E.L.T. annual inspection IAW91.207d. Operational test of E.L.T. was good, battery due for replacement on or before October 2013.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nat L Steigenga</i></p>
			 <p>Date: 10-8-2012 N350SF Tach: 1133.5</p> <p>Charged and installed new LH aircraft battery p/n-RG1215 s/n-40527140. Post operational test of above work was good.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nat L Steigenga</i></p>

ACR Electronics, Inc.
 5757 Ravenswood Rd Ft. Lauderdale, FL 33312
 954-981-3333
 LOG BOOK ENTRY
 E.L.T. BATTERY
 REPLACEMENT DATE Oct 2013

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
TOTAL brought forward from previous page			
			<div style="text-align: center;">  <p>Date:3-22-2013 N350SF Hobbs/TT:1136.5</p> <p>Performed annual inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this aircraft is in airworthy condition. Installed new bearing/cup in LH wheel outboard half. Serviced all tires with air. Complied with AD2007-08-06 by inspection. Complied with AD2011-03-04 by inspection of hinge brackets. AD2011-28-54 N/A by serial number. Installed new BA9005 air filter element. Charged both aircraft batteries. Removed and re-installed propeller for installation of new LH alternator belt. Post ground and flight operational test of above work was good, no leaks.</p> <p>Performed E.L.T. annual inspection IAW91.207d. Operational test of E.L.T. was good, battery due for replacement on or before October 2013.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nt L Steigenga</i></p> </div>

SUB-TOTAL this page

TOTAL—Carry forward to next page



Columbia 300 (LC40-550FG)
Columbia 350 (LC42-550FG)

Semi-Portable Oxygen System

Section 9 (Supplement No. 4)

FAA Approved

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

LANCAIR COLUMBIA SEMI-PORTABLE OXYGEN SYSTEM

	5 YEARS	3 YEARS	ANNUALLY	EACH 200 HOURS OF USE	EACH 100 HOURS	EACH 50 HOURS
1. Check oxygen bottle for <ul style="list-style-type: none"> • Condition • Security • Mounting 	•					
2. Check flexible lines for security of connections, kinks or tube discoloration	•					
3. Replace oxygen cannulas and/or oxygen masks (Microphone oxygen mask every 500 hours of use)			•	•		
4. Replace O-Ring in connector assembly identified on the parts list as 010N0013 -1					•	
5. <ul style="list-style-type: none"> a. Remove and hydrostatically test the oxygen cylinder from date stamped on cylinder b. Overhaul 300M regulator c. Replace flexible oxygen lines d. Overhaul A3 or A4 flowmeter e. Recalibrate and overhaul oxygen pressure gauge 						•

1. Approving National Aviation Authority/Country: **FAA/UNITED STATES**

2. **AUTHORIZED RELEASE CERTIFICATE**
 FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number: **G112755**

4. Organization Name and Address: **KELLY AEROSPACE POWER SYSTEMS, 2900 SELMA HWY., MONTGOMERY, AL. 36108**

5. Work Order/Contract/Invoice Number: **W/O: M363540**

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	ALTERNATOR - OVERHAUL ***** ALX-9524 MOD/NO ***** END *****	N/A	*****	1	G112755	OVERHAUL

13. Remarks: COPY OF WORK ORDER AVAILABLE ON REQUEST FROM KELLY AEROSPACE POWER SYSTEMS
 CERTIFIES THAT THE WORK SPECIFIED IN BLOCK 12/13 WAS CARRIED OUT IN ACCORDANCE WITH EASA PART 145 AND WITH RESPECT TO THAT WORK THE AIRCRAFT COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA APPROVAL CERTIFICATE NUMBER EASA.145.4418 AND BY THE FAA AIR AGENCY CERTIFICATE NUMBER UT2R226L. APPROVED FOR EXPORT THE ORIG. EQUIP. MFG. DATA APPEARS ON THE DATA PLATE IN THE LINES IDENTIFIED AS MOD/NO AND ORIG. MFG COMPLIES WITH PPS-9001 LATEST REVISION
 NOTE: THE FAA-PMA SHOWN ON THE DATA PLATE ONLY REPRESENTS FAA APPROVAL OF THE REPLACEMENT DATA PLATE OVERHAULED PER KELLY AEROSPACE OE-A2 MANUAL DATED 5/4/03

14. Certifies the items identified above were manufactured in conformity to:

Approved design data and are in a condition for safe operation.

Non-approved design data specified in Block 13

19. 14 CFR 43.9 Return to Service Other regulation specified in Block 13
 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature: _____

16. Approval/Authorization No.: _____

20. Authorized Signature: *Jonathan Longmire*

21. Approval/Certificate No: **UT2R226L**

17. Name (Typed or Printed): _____

18. Date (m/d/y): _____

22. Name (Typed or Printed): **Jonathan Longmire**

23. Date (m/d/y): **NOV 28 2006**

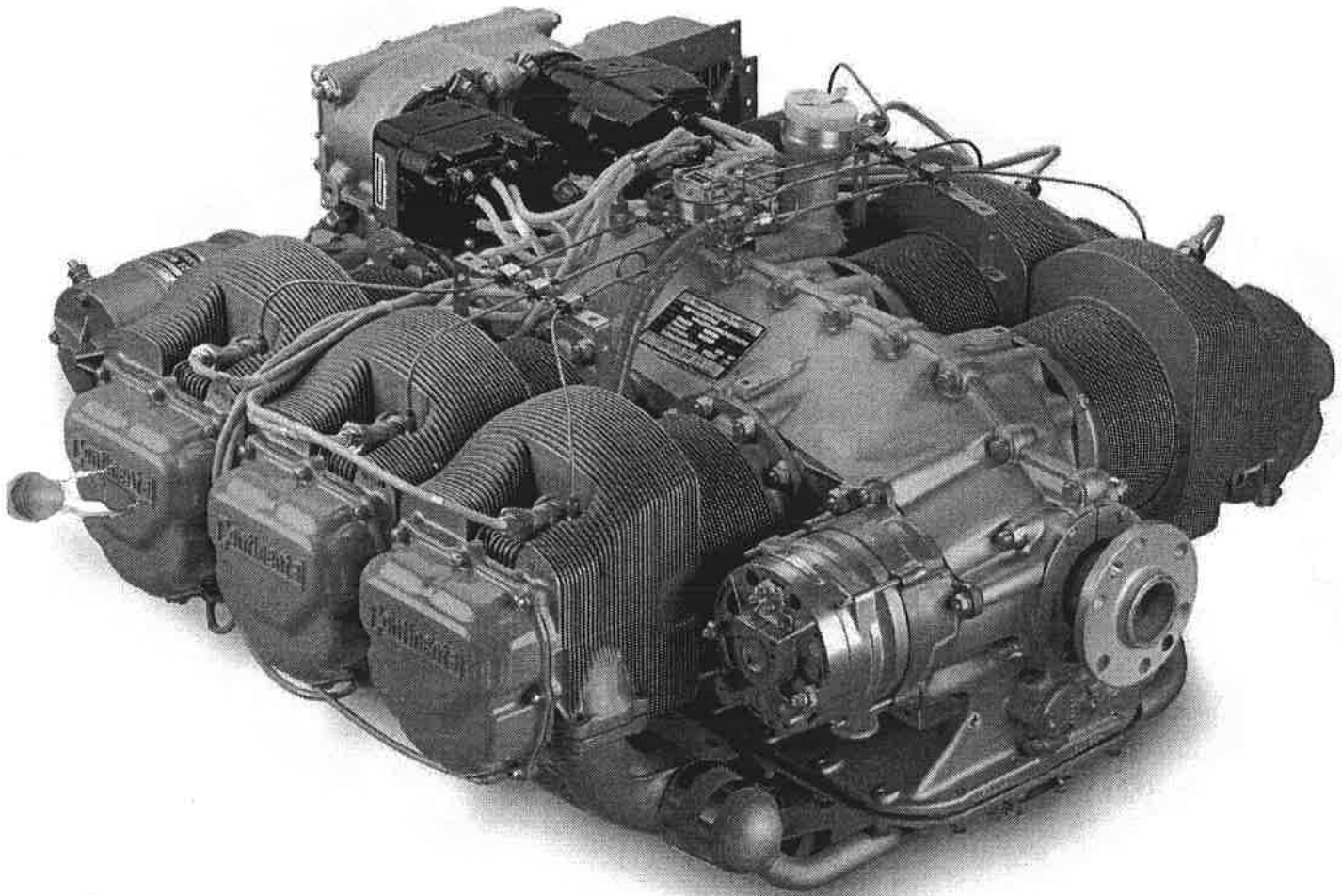
User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

ENGINE LOG BOOK



Teledyne Continental Motors, Inc.

Pratt & Whitney Continental Motors

Aircraft Engine Standard Acceptance

Test Log

TCM Serial#	688014
Test Document	TH-3215 Rev C
Software Release#	1.97, 08/16/03
Start Time	4/2/04, 09:54:32
Accepted Time	4/2/04, 11:11:37
Cell# & Operator	03, 8, 29274
Sea Level Power	310 HP @ 2700 Prop RPM
Vapor Pressure	0.28 in HG
Temp, Wet Baro	66.20 F, 30.09 in HG

Test Club#	C5108A
Rard Pitch	20+-1/2°
Actual Pitch	20
Mixture Check	Pass
Alternator Check	PASS

Mag Data		Required	Actual
Eng Speed Both	2100	2086	2086
Eng Speed Right	N/A	2061	2061
Right Mag Drop	150	25	25
Eng Speed Left	N/A	2057	2057
Left Mag Drop	150	28	28
Mag Drop Spread	50	4	4
Fuel Flow (Ref.)	62	66	66

Note: Magneto check between Run 2 & 3

	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8
Run Information	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8
Time Of Day	10:01:43	10:02:52	10:06:02	10:08:59	10:26:43	10:38:43	10:44:55	11:02:06
Run Time Rqd (MM:SS)	01:00	01:00	01:00	10:00	10:00	01:00	10:00	05:00
Run Time	01:00	01:00	01:00	10:00	10:00	01:00	10:00	05:00
Prop Speed Rqd (RPM)	1175-1225	1575-1625	2425-2475	2711-2761	2477-2502	575-625	2477-2502	2477-2502
Prop Speed	1186	1607	2447	2715	2489	624	2488	2489
Manifold Press Rqd (InHg)	N/A	N/A	N/A	26.8-29.8	N/A	18.5 MAX	N/A	N/A
Manifold Press	11.6	13.7	22.7	27.9	23.2	12.8	22.8	22.9
Turbo Dis Press Rqd (InHg)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Turbo Dis Press	30.0	30.0	30.0	30.0	29.8	29.6	29.7	29.7
Fuel Flow Rqd (lb/hr)	N/A	N/A	N/A	152.1-162.1	112.5-120.5	N/A	N/A	N/A
Fuel Flow	18.4	32.3	99.6	152.1	113.4	7.6	N/A	N/A
Nozzle Press Rqd (PSID)	N/A	N/A	N/A	19.4-20.0	12.6-13.2	N/A	N/A	111.3
Nozzle Press	4.2	4.2	11.4	20.0	13.0	3.5	12.8	N/A
Fuel Pump Press Rqd (PSIG)	N/A	N/A	N/A	28.2-32.2	N/A	8.0-10.0	N/A	12.6
Fuel Pump Press	11.9	15.4	25.7	31.1	29.8	8.3	29.9	N/A
Fuel Temp Rqd (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	29.2
Fuel Temp	59	56	58	58	60	63	59	59
Ambient Temp Rqd (°F)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ambient Temp	68	68	68	69	70	71	70	70
Eng Inlet Oil Temp Rqd (°F)	90-240	120-240	165-240	180-240	165-240	140-240	165-240	165-240
Eng Inlet Oil Temp	126	137	174	189	197	206	178	178
Eng Oil Press Rqd (PSIG)	30.0 MIN	30.0 MIN	30.0 MIN	46.3-57.3	30.0 MIN	11.9 MIN	30.0 MIN	30.0 MIN
Eng Oil Press	53.3	56.0	57.2	52.2	47.6	20.2	54.7	52.2
Min Cylinder Temp Rqd (°F)	150 MIN	175 MIN	225 MIN	250 MIN	250 MIN	N/A	250 MIN	250 MIN
Max Cylinder Temp Rqd (°F)	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX	460 MAX
Cylinder 1 Temp	204	213	294	364	351	302	291	306
Cylinder 2 Temp	223	232	313	373	360	301	301	324
Cylinder 3 Temp	209	221	291	328	315	263	276	291
Cylinder 4 Temp	213	225	307	348	341	279	296	318
Cylinder 5 Temp	224	236	293	335	317	262	286	300
Cylinder 6 Temp	207	216	267	304	285	235	253	272
Collar Press Differential Rqd (PSID)	N/A	N/A	N/A	14.4 MAX	N/A	N/A	N/A	N/A
Collar Press Differential	0.9	0.9	1.2	0.9	0.9	0.3	1.1	1.0



Teledyne Continental Motors, Inc.
A Teledyne Technologies Company

Engine Component Information Sheet

Printed: 04/05/2004

Serial: 688014
Spec: I0550N25B
New/Rebuilt: (NEW)

Assembled: 03/31/2004
Shipped:
Packed: 04/05/2004

Customer Name: THE LANCAIR COMPANY

Shipping Address:

Component	Serial Number	Component	Serial Number
CAMSHAFT	Z04AA437	ALTERNATOR	E011571
CRANKSHAFT	N04BA105	OIL COOLER	C04-2147-896
CRANKCASE	R04BA043	CYLINDER-1	AC04BD351
CONNROD	AE04CA178	CYLINDER - 2	AC04BD356
CONNROD	AE04CA157	CYLINDER - 3	AC04BD312
CONNROD	AE04CA175	CYLINDER - 4	AC04BD313
CONNROD	AE04CA156	CYLINDER - 5	AC04BD316
CONNROD	AE04CA119	CYLINDER - 6	AC04BA494
CONNROD	AE04CA108		
L MAGNETO	D04CA134		
R MAGNETO	D04CA137		
FUEL PUMP	B04BA004		
MANIFOLD VALVE	C04BA006 P		
NOZZLE SIZE	12E		
METERING UNIT	A04BA005		
STARTER	04 28 0027		

Pack Inspection Stamp Cutrod

All of the information provided herein is subject to verification by the user. Teledyne Continental Motors, Inc. makes no representation or warranty concerning the accuracy or completeness of the information and assumes no responsibility with respect thereto.

Service Information

Service Bulletins and Technical Publications are available on a direct mail basis from the factory. Orders must be prepaid. Send for order form or call 334-438-3411, publications department, for information.

Engine Returns

All returned engines are to be shipped with this log book
Directly to:

Teledyne Continental Motors
Abbeville Industrial Park
Suite 159
Abbeville, AL 36310

USE ONLY FUEL CONFORMING TO ASTM D910
USE OF AUTOMOTIVE GAS IS NOT APPROVED.



Teledyne Continental Motors, Inc.

A Teledyne Technologies Company

Printed: 04/05/2004

This engine model 10550N25 , Serial No. 688014 was manufactured on 04/02/2004
by Teledyne Continental Motors in accordance with approved design data and the applicable requirements
of Part 21 of the Federal Aviation Regulation. The approved design data for this engine incorporates all
changes required by applicable Airworthiness Directives and Teledyne Continental Motors Service Bulletins.

C. W. Ford

TELEDYNE CONTINENTAL MOTORS

A TELEDYNE TECHNOLOGIES COMPANY

PRODUCTION CERTIFICATE NO. 508

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
4-27-04	0	0	0	0



This engine installed in N350SF LC42-550FG
S/N 42062

[Signature]
For The Lancair Company



PIEDMONT HAWTHORNE

Date: 7/21/04
Reg.: N350SF

Model: Lancair 350
HM:23.3

S/N: 42062
WO #: M001114

Drained engine oil. Removed oil filter, inspected filter for metal, none noted at this time. Installed new oil filter, P/N-CH48109 on engine. Serviced engine with 8qts Aeroshell 15W50 oil. Washed engine compartment of oil residue. Performed ground run and leak check satisfactory.

The Aircraft, Airframe, Aircraft Engine, Propeller, or Appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this Repair Station. END

APPROVED BY: *[Signature]* ADP 535504886 FOR
PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date

Total Time

Time Since Last Overhaul

Hrs.

Min.

Hrs.

Min.

Brought:

DATE: 9-09-04
REG:N350SF

MODEL: LC42-550FG
HM: 67.0 WO# Moo1187

S/N: 42062

Changed oil and filter CH48109-1 and serviced with 8 qts of Aeroshell 15W50. Run up, leak and ops check good.

The item(s) identified under this work order were inspected and repaired in accordance with current FAA regulations and approved for return to service. Pertinent details of this repair are on file at this agency. END

APPROVED BY:

Bruce McKeon A&P 2653200

PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC



22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs: 184.7
Date: June 20, 2005
TCM IO550N
S/N: 688014

Performed a 100 hour inspection on this engine. Cleaned and gaped spark plugs. Cleaned injectors and replaced seals. Compressions: 1)76/80, 2)78/80, 3)74/80, 4)76/80, 5)73/80, 6)76/80. I certify that this engine has been inspected in accordance with Lancair Columbia 350 100 hour inspection checklist and was determined to be in airworthy condition at this time. Performed Engine setup in Accordance with Continental Service Information Directive SID97-3B.

Derek Vincent A&P 572130566



Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward	→			



22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:184.
Date: June 20, 2005
TCM IO550N
S/N:688014

I certify this engine has been inspected in accordance with an Annual Inspection and determined airworthy this date. All applicable AD's complied with through bi-weekly 2005-12, see ADLog.

Justin Reimer 621077132 IA



22550 Nelson Road
Bend, Oregon 97701

THE
LANCAIR
COMPANY
Certified Aircraft

N350SF Hobbs:185,
Date 6/21/05
Lancair LC41-550F
S/N:42062

Removed R/H Alt. pn ALX-9524 SN EO11571. Installed PN ALX-9524 SN FO43694. Ops check Good.

Jeffrey A. Schroeder A&P 539800020



Date	Total Time		Time Since Last Overhaul		Engine Service and Maintenance Record Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	
Brought Forward	→				
11/3/05	259.	1	259	1	Removed alternator, removed defective drive hub. Installed new drive hub P/N 646655A1 per TCM IO-550 M.M. Installed alternator with new gasket. <i>JFH Tye ACP 3074122</i>
8-11-06	COMPRESSION CHECK				AERO INDUSTRIES, INC. CRS BIER466C The maintenance described herein was inspected and the aircraft/component is approved for return to service with respect to work performed, under: Work Order: <u>46673</u> For Items: <u>7-36</u> A/C Time: <u>4067</u> Eng Time: <u>4067</u> <i>Donald R. Young</i> Authorized Signature 8-21-06 Dated
406.7 TSN	#1 $\frac{70}{80}$	#3 $\frac{72}{80}$	#5 $\frac{68}{80}$	#6 $\frac{70}{80}$	
	#2 $\frac{68}{80}$	#4 $\frac{69}{80}$			
	Insp.: 50 Hr.		100 Hr.		
AERO INDUSTRIES, INC. CRS BIER466C I CERTIFY THIS <u>ENGINE</u> → PER COLUMBIA ICA Checklist WAS INSPECTED IN ACCORDANCE WITH A/AN <u>100hr Annual</u> INSPECTION AND WAS DETERMINED TO BE AIRWORTHY AND IS APPROVED FOR RETURN TO SERVICE, UNDER W.O. <u>46673</u> <i>Wm JACH</i> <u>4067</u> TT SIGN <i>Donald R Young</i> DATE <u>8-11-06</u>					
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. . 23250-2411 </div> <div style="width: 45%;"> DATE - 8/11/06 MAKE - TELEDYNE M/N - IO 550 N25 S/N - 688014 REG. # - N350SF TIME - 406.7 TSN </div> </div> <p style="text-align: center; border: 1px solid black; padding: 2px;">ENTER IN: AIRFRAME / ENG / PROP RECORD</p> <p>100 HOUR / ANNUAL INSPECTION ITEMS COMPLETED PER COLUMBIA ICA CHECKLIST. ENGINE OIL CHANGED. FILTER INSPECTED AND NEW FILTER INSTALLED. NEW AEROSHELL 15/50 OIL INSTALLED. TIGHTENED ALL ROCKER BOX SCREWS. ALL WORK DONE IN ACCORDANCE WITH MANUFACTURER'S ACCEPTABLE DATA.</p> <p style="font-size: small;">THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT FAA REGULATIONS AND THE AIRCRAFT / COMPONENT IS APPROVED FOR RETURN TO SERVICE, WITH RESPECT TO THE WORK PERFORMED. DETAILS OF THIS REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER: WORK ORDER# <u>46673</u> DATE. <u>8-11-2006</u></p> <p>CERTIFICATE. <u>BIER 466C</u> SIGNATURE <i>Donald R Young</i></p>					

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward				



Hobbs Flying Center Service
5190 Williams Hwy
Chesapeake, VA 23321

Date: 11-16-2006 N350SF Hobbs: 453.7

Drained engine oil and removed oil filter. Installed new CH48109-1 oil filter and serviced engine with 8 quarts of Aeroshell 15W-50. Post operational test of above work was good, no leaks.

Nathan L. Steigenga

A&P 373985852

Nat L Steigenga

AERO INDUSTRIES, INC
5745 HUNTSMAN RD.
RICHMOND INTL AIRPORT
VA. . 23250-2411

DATE - 4/24/07
MAKE - COLUMBIA
M/N - LC 42
S/N - 42062
REG. # - N350SF
TIME - 544.1

ENTER IN : AIRFRAME / ~~ENG~~ / ~~PROP~~ RECORD

REPLACED RH DC VOLTAGE DUE TO FAILURE. NEW REGULATOR. SN T15127 INSTALLED. CHECKED TO SPECS. REMOVED AND REINSTALLED MASTER SWITCH / ALTERNATOR SWITCH ASSEMBLIES TO PROPER MOUNTING POSITIONS.

The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work Performed. details of this repair are on file at this repair facility under :

Work order# **47838** date. **4-24-07**

CERTIFICATE . BIER466C

SIGNATURE: *Donald R. Young*



Hobbs Flying Center Service
5190 Williams Hwy
Chesapeake, VA 23321

Date: 8-08-2007 N350SF Hobbs: 578.7

Performed annual/100 hour inspection in accordance with the Columbia and TCM IO-550 series service manuals and I have determined that this engine is in airworthy condition. Drained engine oil and removed oil filter. Installed new oil filter and serviced engine with 8 quarts of Aeroshell 15W-50. Removed and re-installed magnetos after 500 hour inspection. Installed new primary points in both magnetos. Installed all new RG-632459 silicon valve cover gaskets. Cylinder compressions were as follows: #1 76/80 #2 76/80 #3 75/80 #4 74/80 #5 73/80 #6 76/80. Post operational check of above work was good, no leaks.

Nathan L. Steigenga

A&P 373985852/1A

Nat L Steigenga

1-21-08

641.1 hrs TSN

Oil and filter change completed. Oil filter inspected. Aeroshell 15/50 oil installed. Refer to airframe entry for A/c SN 42062 for maintenance release - CRS BIER 466C ; w/o # 49090.

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.

Brought Forward →



Date: 9-12-2008 N350SF Hobbs: 738.4

Performed annual/100 hour inspection in accordance with the Columbia and TCM IO-550 series service manuals and I have determined that this engine is in airworthy condition. Drained engine oil and removed oil filter. Installed new oil filter and serviced engine with 8 quarts of Aeroshell 80 mineral oil. Installed all new spark plugs. Installed new oil quantity gauge rod. Cylinder compressions were as follows: #1 76/80 #2 73/80 #3 75/80 #4 76/80 #5 77/80 #6 76/80. Post operational check of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Steigenga

#6 Cyl.
 New SRM



Date: 10-15-2009 N350SF Hobbs: 873.7

Performed annual/100 hour inspection in accordance with FAR part 43(d) and TCM IO-550 series service manual and I have determined that this engine is in airworthy condition. Inspected oil pressure relief plunger. Removed and replaced the #5 cylinder with new TCM cylinder kit. Changed oil and filter using mineral oil. Cylinder compressions were as follows: #1 74/80 #2 70/80 #3 76/80 #4 76/80 #5 77/80 #6 76/80. Post operational check of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Steigenga



Date: 11-17-2010 N350SF Hobbs: 1001.5

Performed annual/100 hour inspection in accordance with FAR part 43(d) and TCM IO-550 series service manual and I have determined that this engine is in airworthy condition. Drained engine oil and removed filter. Adjusted LH mag timing within limits. Installed overhauled starter adapter. Installed new Skytec C12ST5 starter. Installed new filter and serviced engine with 10 quarts of Aeroshell 15W-50. Cylinder compressions were as follows: #1 73/80 #2 72/80 #3 75/80 #4 76/80 #5 77/80 #6 78/80. Post operational check of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Steigenga



Date: 12-13-2011 N350SF Tach: 1094.7

Performed annual/100 hour inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this engine is in airworthy condition. Changed oil and filter using Aeroshell 15W-50. Cylinder compressions were as follows: #1 70/80 #2 69/80 #3 74/80 #4 61/80 #5 73/80 #6 76/80. Post operational test of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Steigenga

Date	Total Time		Time Since Last Overhaul	
	Hrs.	Min.	Hrs.	Min.
Brought Forward →				

Engine Service and Maintenance Record

Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins



Date: 5-11-2012 N350SF Tach: 1121.4

Changed oil and filter using Aeroshell 100W Plus. Post operational test of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Stey



Date: 3-22-2013 N350SF Hobbs: 1136.5

Performed annual/100 hour inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this engine is in airworthy condition. Changed oil and filter using Aeroshell 100W Plus. Cylinder compressions were as follows: #1 68/80 #2 69/80 #3 70/80 #4 66/80 #5 75/80 #6 78/80. Post operational test of above work was good, no leaks.

Nathan L. Steigenga A&P 3336160/IA
Nat L Stey



CONTINENTAL MOTORS NEW ENGINE WARRANTY

Each new aircraft engine shipped from Teledyne Continental Motors' plant on or after August 1, 1999 is warranted as follows:

1. (a) For a period of twelve (12) months or one thousand (1000) hours of operation, whichever occurs first, after the warranty activation date Teledyne Continental Motors (TCM) will at its option repair or replace on an exchange basis any engine, component or part manufactured or supplied by it which within the applicable twelve (12) month or one thousand (1000) hour period is returned to a TCM representative authorized to handle the engine covered by this warranty and which upon examination is found to the satisfaction of TCM to be defective in material or workmanship. The warranty activation date is the date the engine is first operated for any use or the 180th day after TCM's invoice date, whichever occurs first.

(b) TCM will pay for reasonable labor costs associated with repairs or replacements under paragraph 1(a) of this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements, when coordinated through an authorized TCM representative. The amount of repair and replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstances of identifying the need for such repairs or replacements, but in no event will the "troubleshooting" costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by TCM. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.

(c) TCM will pay transportation costs in connection with the repair or replacement of any engine, component or part found to the satisfaction of TCM to be defective in material or workmanship under paragraph 1(a) of this warranty. The engine, component or part must be shipped prepaid to the repair facility designated by TCM. Transportation cost reimbursement for engines will be the actual surface freight charge or \$500.00, whichever is less. Engines must be described on the bill of lading as follows: "Internal combustion engine, other than Radial Cyl RVNX \$5.00". Transportation cost reimbursement for components or parts will be the actual surface freight charge for shipment of the component or part or the currently published UPS surface rate schedule, whichever is less.

2. (a) After the expiration of the applicable twelve (12) month period described above and before the expiration of an additional twenty-four (24) month period or expiration of one thousand (1000) hours of operation, whichever occurs first, TCM will, except as excluded below, at its option repair or replace on an exchange basis any component or part manufactured or supplied by it which is found to the satisfaction of TCM to be defective in material or workmanship. During this period TCM reserves the right at its option to replace the defective component or part with either a new or rebuilt component or part. During this period TCM will not assume any responsibility for the repair or replacement of engine accessories, i.e. parts which have been purchased by TCM from a manufacturer as a complete and finished unit and included in the assembly of an engine without altering the unit, including, but not limited to, Unison® magnetos and harnesses, Precision Airmotive Corporation® carburetors and fuel controls, Electrosystems® starters and alternators and Alliedsignal® and Consolidated Fuel Systems® turbochargers. During this period accessories will be subject to such warranty coverage as may be provided by their manufacturer.

(b) In the event that TCM elects to repair in the field, rather than replace, any component or part under paragraph 2(a) of this warranty, TCM will pay labor costs for the repair of the component or part only. The amount of repair labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. TCM will not assume any responsibility for labor costs for the removal and / or re-installation of the component or part, costs associated with "troubleshooting" or any other labor costs associated with repairs or replacements under paragraph 2(a) of this warranty.

- (c) TCM will not assume any responsibility for transportation costs associated with repairs or replacements under paragraph 2(a) of this warranty.
3. The coverage under this warranty applicable to cylinder assemblies and related parts shall be subject to the terms, conditions and limitations set forth in the applicable TCM TopCareSM Cylinder Warranty.
 4. Repair or replacement of any engine or part under this warranty will not extend the period of warranty coverage set forth above.
 5. This warranty applies only to engines in which parts manufactured or supplied by TCM or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by TCM of any engine or part not manufactured or supplied by TCM. TCM accepts no responsibility for the failure of any engine or part which it does not manufacture or supply or damage resulting from such failure.
 6. This warranty applies only to engines which have been installed, inspected and maintained in accordance with the instructions for continued airworthiness, including compliance with all applicable service bulletins issued by TCM, the aircraft manufacturer or any accessory or component manufacturer. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and the logbook must accompany any engine being returned for warranty consideration.
 7. This warranty does not apply to any engine, component or part manufactured or supplied by TCM which (1) has been subject to misuse, neglect or accident; (2) has been installed, repaired, maintained or altered in any way that in the judgment of TCM has adversely affected the condition of the engine; (3) has been operated inconsistent with TCM and aircraft manufacturer recommendations and limitations (such as, but not limited to engine RPM, temperature, manifold pressure, fuel flow and proper system adjustment) or (4) has been changed from its original FAA certificated configuration.
 8. TCM will not be responsible for repair or replacement of any engine, component or part damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-TCM approved fuel and oil grades or additives or installation of parts, components or accessories that alter the engine's original type design.
 9. The provisions of this warranty do not apply to normal maintenance service (such as engine tune-ups, adjustments, inspections, engine or component overhaul resulting from time between overhaul (TBO) recommendations, etc.) or to the replacement of normal service items (such as spark plugs, filters, hoses, belts, etc.).
 10. TCM reserves the right to change any engine or part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.
 11. THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TCM BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY ENGINE OR PART, ARISING OUT OF THE FAILURE OF ANY ENGINE OR PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of TCM.



CONTINENTAL MOTORS

Mobile, Alabama 36601

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X30681 8/99

Printed in U.S.A.



CONTINENTAL MOTORS TOP CARESM CYLINDER WARRANTY

This TopCare Cylinder Warranty provides special warranty coverage for cylinders and related parts shipped from Teledyne Continental Motors' plant on or after August 1, 1999 provided certain eligibility requirements are met. In the event that the eligibility requirements for this TopCare Cylinder Warranty are not met, the terms and conditions of the Teledyne Continental Motors (TCM) Aircraft Engine Part, Component & Accessory Warranty will apply.

- 1. Engines Eligible for TopCare Cylinder Warranty Coverage:** Any TCM aircraft engine meeting the eligibility requirements of Paragraph 2 of this warranty is eligible for coverage.
- 2. Eligibility Requirements:** This Top Care Cylinder Warranty applies only to cylinders and related parts shipped from TCM's plant on or after August 1, 1999. For purposes of this warranty, the cylinder and related parts are defined as the cylinder, cylinder intake and exhaust valves, valve inserts, valve guides, valve springs and their retaining parts, pistons, piston rings and related O-rings and gaskets. To be eligible for TopCare Cylinder Warranty coverage these parts must be installed together and used in combination with each other.

Required TopCare Health Check Inspections

To be eligible for coverage under this TopCare Cylinder Warranty and to maintain that coverage the aircraft must be inspected at a Fixed Base Operator (FBO) facility in accordance with the TopCare Health Check Inspection set forth in the latest revision of TCM Service Information Directive 97-2 (SID 97-2) as follows:

- (A) For new aircraft:** Each new aircraft powered by a TCM engine shipped from TCM's plant on or after August 1, 1999 is covered by this TopCare Cylinder Warranty. To maintain coverage the aircraft must be inspected at least once per year in accordance with the TopCare Health Check inspection set forth in the latest revision of SID 97-2 and any discrepancies corrected at that time.
- (B) For aircraft in service:** For an aircraft in service in which a new or rebuilt aftermarket TCM engine shipped from TCM's plant on or after August 1, 1999 or for an aircraft having an engine in which a new cylinder supplied by TCM on or after August 1, 1999 is installed, the TopCare Health Check Inspection must be performed at time of installation and at least once per year thereafter in accordance with the TopCare Health Check Inspection set forth in the latest revision of SID97-2 and any discrepancies corrected at that time.

Enrollment and Documentation Requirements

Each new aircraft powered by an engine that incorporates cylinders and related parts shipped from TCM's plant on or after August 1, 1999 is covered and no enrollment is required. For other than new aircraft, enrollment under the TopCare Cylinder Warranty must be accomplished by performing the initial TopCare Health Check Inspection at time of engine (or cylinder) installation and correcting any discrepancies at that time. The TopCare Health Checklist Form attached to the latest revision of SID97-2 must be completed, signed by the inspecting mechanic and a copy returned along with the TopCare Cylinder Warranty Enrollment Form attached to the latest revision of SID97-2 to:

Teledyne Continental Motors
Attn: Warranty Services
P.O. Box 90
Mobile, Alabama 36601-0090

To maintain coverage under the TopCare Cylinder Warranty, the TopCare Health Check Inspection must be performed at least once per year and any discrepancies corrected at that time. The TopCare Health Checklist Form must be completed for each inspection, signed by the inspecting mechanic and retained by the owner for submittal to TCM with any claim under the TopCare Cylinder Warranty. Each required

TopCare Health Check Inspection must have been properly performed and documented on the TopCare Health Checklist Form. The TopCare Health Checklist Form for each inspection must be submitted to TCM with any claim under this TopCare Cylinder Warranty. Copies of work orders documenting the performance of the required TopCare Health Inspection and correction of any discrepancies must also be submitted to TCM upon request.

3. TopCare Cylinder Warranty Coverage:

- (A) For a period of twelve (12) months or one thousand (1000) hours of operation, whichever occurs first, after the warranty activation date, TCM will at its option repair or replace on an exchange basis any cylinder component or related part manufactured or supplied by it which within the applicable twelve (12) month or one thousand (1000) hour period is returned to a representative of TCM authorized to handle the engine in which the cylinder component or related part covered by this warranty is installed and which upon examination by TCM is found to be defective in material or workmanship. For cylinders installed in new or rebuilt engines, the warranty activation date is the date the engine is first operated for any use or the 180th day after TCM's invoice date, whichever occurs first. For cylinder components purchased as aftermarket replacement components, the warranty activation date is the date the cylinder is first operated for any use. TCM will pay for reasonable labor costs associated with repairs or replacements under paragraph 3(A) of this warranty and for "troubleshooting" costs associated with identifying the need for such repairs or replacements when coordinated through an authorized TCM representative. The amount of repair or replacement labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30552, published by TCM. The amount of "troubleshooting" costs allowed will be the reasonable costs under the circumstance of identifying the need for such repairs or replacements, but in no event will the "troubleshooting" costs allowed exceed fifteen percent (15%) of the labor costs associated with such repairs or replacements allowed by TCM. No "troubleshooting" cost allowance will be made where the need for repairs or replacements is identified in the course of overhaul, routine maintenance or on the basis of an obvious defect.
- (B) After the expiration of the twelve (12) month period described in paragraph 3(A) and before the expiration of an additional twenty-four (24) month period or expiration of one thousand (1000) hours of operation, whichever occurs first, TCM will at its option repair or replace on an exchange basis any cylinder component or related part manufactured and supplied by it which is found to the satisfaction of TCM to be defective in material or workmanship.
- (C) In the event that TCM elects to repair in the field, rather than replace any cylinder component or related part under paragraph 3(B) of this warranty, TCM will pay labor costs for the repair of the cylinder component or related part only. The amount of repair labor costs allowed will be in accordance with the latest revision of the warranty labor allowance schedule, Form X30522, published by TCM. TCM will not assume any responsibility for labor costs for the removal and/or re-installation of the cylinder component or related part, costs for "troubleshooting" or any other labor costs associated with repairs or replacements under paragraph 3(B) of this warranty.
- (D) TCM reserves the right at its option to replace any defective cylinder component or related part with either a new or rebuilt cylinder component or related part.
- (E) Repair or replacement of any cylinder component or related part under this warranty will not extend the period of warranty coverage set forth above.
- (F) TCM will not assume any responsibility for transportation costs in connection with the repair or replacement of any cylinder component or related part under this warranty, except when such transportation has been expressly authorized by TCM. When authorized, transportation cost reimbursement for cylinder components will be the actual surface freight cost or the currently published UPS surface rate schedule, whichever is less.
- (G) This warranty applies only to cylinders in which parts manufactured or supplied by TCM or parts manufactured pursuant to an FAA Parts Manufacturer Approval have been used and nothing contained herein should be construed as a warranty by TCM of any cylinder or related part not manufactured or supplied by TCM. TCM accepts no responsibility for the failure of any cylinder or related part which it does not manufacture or supply or damage resulting from such failure.

- (H) This warranty also applies only to cylinders and related parts on which the installation, inspection, maintenance and operating instructions and recommendations contained in the appropriate operator's manual, overhaul manual and applicable service bulletins have been complied with. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and a copy of the logbook must accompany any cylinder and related part being returned for warranty consideration.
- (I) This warranty does not apply to any cylinder or related part manufactured or supplied by TCM which has been subject to misuse, neglect or accident or which has been installed, repaired, maintained or altered in any way that in the judgment of TCM has adversely affected the condition of the engine or which has been operated beyond factory recommendations (such as, but not limited to RPM, temperature, manifold pressure, fuel flow and proper system adjustment).
- (J) TCM will not be responsible for repair or replacement of cylinder components or parts damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-TCM approved fuel and oil grades or additives and installation of parts, components or accessories that alter the engines' original type design.
- (K) The provisions of this warranty do not apply to normal maintenance service or to the replacement of normal service items. This warranty does not cover any costs related to the performance of the TopCare Health Check Inspection.
- (L) TCM reserves the right to change any part specifications or prices without incurring any responsibility with regard to engines or parts previously sold or replaced.
- (M) THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESSED OR IMPLIED, SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL TCM BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF ANY DEFECT IN ANY CYLINDER OR RELATED PART, ARISING OUT OF THE FAILURE OF ANY CYLINDER OR RELATED PART TO OPERATE PROPERLY, OR ARISING OUT OF ANY BREACH OF THE WARRANTY MADE HEREIN. No person is authorized to give any other warranty or to assume any additional obligation or liability on behalf of TCM.



CONTINENTAL MOTORS
Mobile, Alabama 36601

TELEDYNE CONTINENTAL[®] AIRCRAFT ENGINE SERVICE INFORMATION LETTER

CATEGORY 5

SIL99-1

**CONTAINS USEFUL INFORMATION PERTAINING TO THE
CONTINENTAL AIRCRAFT ENGINE**

Technical Portions FAA
Approved
Supercedes M91-5

**SUBJECT: ENGINE PRESERVATION FOR ACTIVE AND STORED
AIRCRAFT**

PURPOSE: Provide current engine preservation information

COMPLIANCE: During periods as specified by this document

**MODELS
AFFECTED:** All Continental Engine Models

GENERAL

There is no practical procedure that will insure corrosion prevention on installed aircraft engines. Susceptibility to corrosion is influenced by geographical location, season and usage. The owner/operator is responsible to recognize the conditions that are conducive to corrosion and take appropriate precautions.

ENGINE PRESERVATION

Corrosive attack can occur in engines that are flown only occasionally regardless of geographical location. In coastal areas and areas of high humidity, corrosive attack can occur in as little as two days. The best method of reducing the likelihood of corrosive attack is to fly the aircraft at least once every week for a minimum of one hour.

NOTE...

Corrosive attack may reduce engine service life. Of primary concern are cylinders, piston rings, valves, valve guides, camshaft and lifters.

TEMPORARY STORAGE (Aircraft that are not flown for 30 to 90 days)

Preparation for storage.

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter, torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.

2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

- a. **Disconnect all spark plug leads.**
- b. **Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.**
- c. **Throttle position "CLOSED."**
- d. **Mixture control "IDLE-CUT-OFF."**
- e. **Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.**
- f. **Do not stand within the arc of the propeller blades while turning the propeller.**

ISSUED			REVISED			TELEDYNE CONTINENTAL MOTORS An Allegheny Teledyne Company P.O. Box 90 Mobile AL 36601 • 334-438-3411	PAGE NO	REVISION
MO	DAY	YEAR	MO	DAY	YEAR		1 of 4 SIL99-1	
03	25	99						

3. After flight remove all spark plug leads and remove the top spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P - 46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install top spark plugs but do not install spark plug leads.
6. Seal all engine openings exposed to the atmosphere using suitable plugs and covers. Attach a red "REMOVE BEFORE FLIGHT" streamer at each location.
7. Tag each propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE _____.

NOTE...

If the engine is not returned to flyable status on or before the 90-day expiration, it must be preserved in accordance with "Indefinite Storage" procedures in this document.

INDEFINITE STORAGE (Aircraft that are not flown for 90 days)

PREPARATION FOR STORAGE

1. Remove oil sump drain plug and drain oil. Replace drain plug, torque and safety. Remove oil filter Install new oil filter torque and safety. Service engine to proper sump capacity with oil conforming to MIL-C-6529 Type II.
2. Perform a ground run-up. Perform a pre-flight inspection and correct any discrepancies. Fly the aircraft for one hour at normal operation temperatures.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:

- a. **Disconnect all spark plug leads.**
- b. **Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.**
- c. **Throttle position "CLOSED."**
- d. **Mixture control "IDLE-CUT-OFF."**
- e. **Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.**
- f. **Do not stand within the arc of the propeller blades while turning the propeller.**

3. After flight remove all spark plug leads and remove the spark plugs. Protect the ignition lead ends with AN-4060 Protectors. Install protective plugs P/N 22671 in bottom spark plug holes. Using a common garden sprayer or equivalent, spray atomized preservative oil that meets MIL-P-46002, Grade 1, at room temperature through upper spark plug hole of each cylinder with the piston at bottom dead center position. Rotate crankshaft as opposite cylinders are sprayed. Stop crankshaft with none of the pistons at top dead center.
4. Re-spray each cylinder. To thoroughly cover all surfaces of the cylinder interior move the nozzle or spray gun from the top to the bottom of the cylinder.
5. Install dehydrator plugs MS27215-1 or -2 in each of the upper spark plug holes. Make sure each plug is blue in color when installed.

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MO	DAY	YEAR	MO	DAY	YEAR		2 of 4 SIL99-1	
03	25	99						

6. Attach a red "REMOVE BEFORE FLIGHT" streamer to each bag of desiccant. Place a bag of desiccant in the exhaust pipes and seal the openings.
7. Seal all engine openings exposed to the atmosphere using suitable plugs and covers.
8. Tag propeller in a conspicuous place with the following notation on the tag: DO NOT TURN PROPELLER - ENGINE PRESERVED - PRESERVATION DATE _____.

INDEFINITE STORAGE INSPECTION PROCEDURES

1. Aircraft prepared for indefinite storage must have the cylinder dehydrator plugs visually inspected every 15 days. The plugs must be changed as soon as they indicate other than a dark blue color. If the dehydrator plugs have changed color in one-half or more of the cylinders, all desiccant material on the engine must be replaced.
2. The cylinder bores of all engines prepared for indefinite storage must be re-sprayed with corrosion preventive mixture every 90 days.

RETURNING AN ENGINE TO SERVICE AFTER STORAGE

1. Remove seals and all desiccant bags.
2. Remove cylinder dehydrators and plugs or spark plugs from upper and lower spark plug holes.
3. Remove oil sump drain plug and drain the corrosion preventive mixture. Replace drain plug, torque and safety. Remove oil filter. Install new oil filter torque and safety. Service the engine with oil in accordance with the manufacturer's instructions.

WARNING

To prevent possibility of serious bodily injury or death, before moving the propeller accomplish the following:


- a. **Disconnect all spark plug leads.**
 - b. **Verify magneto switches are connected to magnetos, that they are in the "OFF" Position and "P" leads are grounded.**
 - c. **Throttle position "CLOSED."**
 - d. **Mixture control "IDLE-CUT-OFF."**
 - e. **Set brakes and block aircraft wheels. Insure that aircraft tie-downs are installed and verify that the cabin door latch is open.**
 - f. **Do not stand within the arc of the propeller blades while turning the propeller.**
4. Rotate propeller by hand several revolutions to remove preservative oil.
 5. Service and install spark plugs and ignition leads in accordance with the manufacturer's instructions.
 6. Service engine and aircraft in accordance with the manufacturer's instructions.
 7. Thoroughly clean the aircraft and engine. Perform visual inspection.
 8. Correct any discrepancies.
 9. Conduct a normal engine start.
 10. Perform operational test in accordance with "Operational Inspection," of the applicable Maintenance Manual.
 11. Correct any discrepancies.
 12. Perform a test flight in accordance with airframe manufacturer's instructions.
 13. Correct any discrepancies prior to returning aircraft to service.
 14. Change oil and filter after 25 hours of operation.

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MO	DAY	YEAR	MO	DAY	YEAR		3 of 4 SIL99-1	
03	25	99						

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03	25	99						

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THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**PROPELLER
MAINTENANCE
RECORDS**

HARTZELL PROPELLER INC

INSPECTION

Part Number: J3F00028

Date: 3/20/2004

Work Order #: M871860

Model Number

PHC-J3YF-1RF/F7691D-1

Ass'y Ser No. FP2804B	Hydr Unit No. NA	Bulkhead No. NA	Valve No. NA	Dome No.			
Blade 1 K02302	Blade 2 K02299	Blade 3 K02300	Blade 4	Blade 5	Blade 6		
Carton No.	Lbs.	Weight	Kilos	Height	Width	Length	Packing

Comments:

Deice Kit: NA

Spinner Mounting Kit: A2476-35

IDS # 1411 10-13-00

13.5 L.P./S.L. @ 30" Radius

Packing Certified By:

P.D.

Date:

3/22/04

COMPACT PROPELLER

Approved By: S. Wead

Date: 10/31/03

Form Rev.: E

Exp.

Inspection

Prop S/N FP2804B Model PHC-J3YF-IRF W.O. No. MS71860
 Drawing D 4245 Dwg. Rev. AH IDS No. 1411 IDS Date 10.13.00

Serialized Parts

<u>Builder</u>		<u>Inspector</u>	
Hub Part No.	Part No.	Serial No.	
<u>E-7156-4R</u>			
Hub Factory Ilo. <u>A69963B</u>	Bulkhead S/N _____	Cwt. _____	
Fork Ser. No. <u>NE1789</u>	Slip/Slinger Ring S/N _____	Blade <u>F7691D-1</u>	#1 <u>K02302</u>
Piston Ser. No. <u>NA</u>	Cylinder S/N <u>E19574</u>		#2 <u>K62299</u>
			#3 <u>K02300</u>
			#4 _____

Builder

Check for Leaks Check Feather Angle (Record Angle) NA Verify Rod Nut Cotter Pin
 Assembled By: R. E. Meertz Date: 3-19-04

2nd Check Verification

Blade Angles Checked at 30" Radius Low Pitch (Within .2 Deg.) 13.5 / 13.6 High Pitch 35.15 / 35.3
 Friction Function Test "0"-"175"psi Reverse Pitch N/A
 Track/Length (Aluminum .125" max)(Composite .250" max.) T IL
 Verified By: R. Fitzgerald Date: 3-19-04

Balance

Balance Weight Lead #1 25C #2 0 #3 0 #4 _____
 Quantity and Type Trail #1 0 #2 2A #3 0 #4 _____
 Front (Assy. S/N) _____ Back _____
 Balanced By: M Date: 3-19-04

Inspection

Non-installed Mounting Hardware and Dimensional Checks

<u>"D" Flange Only</u>	<u>"E" Flange Only</u>	<u>"L" Flange Only</u>	<u>"N" Flange Only</u>
(8) A-2044 Nuts _____	(6) A-1381 Washers <input checked="" type="checkbox"/>	(4) B-6489-25 Bolts _____	(8) A-3257 Nuts _____
(8) A-7752 Spacer _____	(6) A-2044 Lock Nut <input checked="" type="checkbox"/>	(4) B-6526-7 Washer _____	(8) A-2048-2 Washer _____
(2) A-7750 & (6) A-7749 Stud Torque 25 ft lb _____	A-2429 <u>4</u> Studs Torqued 25 ft.lbs. <input checked="" type="checkbox"/>		A-3254 Studs Torqued 25 ft. lbs. _____
Mtg Stud Protrusion _____	Mtg Stud Protrusion <input checked="" type="checkbox"/>		Mtg Stud Protrusion _____
	Dowel Pin Protrusion <input checked="" type="checkbox"/>		Dowel Pin Protrusion _____
			C-3317-230 O-Ring _____

Safeties Visual Insp Mtg. Flange & Hub Bore Non-Installed Parts Checked Torque Sheet Complete
 Spinner Mtg Kit A-2476- (35) Installed Included _____ N/A _____
 De-ice Kit No. _____ Installed/Ck'd _____ Included/Ck'd _____ N/A _____
 Ohms Reading <100K #1 _____ #2 _____ #3 _____ #4 _____ N/A _____
 Air Chamber Charged per Requirement in Applic. Owners Manual _____ N/A _____

Comments:

Inspected By: John J. Martin Stamp  Date: 3-20-04



PROPELLER MAINTENANCE RECORDS

Log No. A

Aircraft Registration No. N3505F

Propeller Manufacturer Hartzell

Hub Model PHC-J34F-12F / F76910-1

Blade Design No. F76910-1

Hub Serial No. FP 2804B

Blade Serial No's.

- 1. K02302
- 2. K02299
- 3. K02300
- 4. _____

Pitch Range:
High 35.15/35.3 Low 13.5/13.6

Feather _____ Reverse _____

Governor Manufacturer McCawley

Model No. C230 D3 - N/143

Serial No. 040075

Date installed on aircraft 4-27-04

Time Between Overhauls (TBO) 2400 Hours

If used on multi-engine aircraft:





- Right Left
- Front Rear





(All applicable information must be filled in)







AEROTECH PUBLICATIONS INC.

P.O. Box 1359 / Southold, NY 11971-0965
 (516) 765-9375
 1-800-235-6444
 FAX: (516) 765-9359

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
4-29-04	0	0	0	 <small>THE LANCAIR COMPANY CERTIFIED AIRCRAFT</small>
				This propeller installed on Lancair LC42-550FG S/N 42062 at time of aircraft manufacture.
				 For The Lancair Company
5-5-04	0	0	0	 <small>THE LANCAIR COMPANY CERTIFIED AIRCRAFT</small>
				This propeller has been dynamically balanced per the Microvibe user's manual and Lancair Document SA600001 Rev A.
				 For The Lancair Company

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
 <p>22550 Nelson Road Bend, Oregon 97701</p>				<p>THE LANCAIR COMPANY Certified Aircraft</p> <p>N350SF Hobbs:184. Date: June 20, 2005 Hartzell PHC-J3YF-1RF S/N:F2804B</p>
<p>I certify this propeller has been inspected in accordance with an Annual Inspection and determined airworthy this date. All applicable AD's complied with through bi-weekly 2005-12, see ADLog.</p>				
				Justin Reimer 621077132 IA
				
				<p>AERO INDUSTRIES, INC. CRS BIER466C I CERTIFY THIS <u>PROPELLER</u> WAS INSPECTED IN ACCORDANCE WITH A/AN <u>100 hr / ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE AIRWORTHY AND IS APPROVED FOR RETURN TO SERVICE, UNDER W.O. <u>46673</u> AM TACH <u>406.7</u> TT <u>406.7</u> DATE <u>8-11-06</u> SIGN <u>Donald R. Young</u></p>
				 <p>Hartzell Propeller 5158 W. Millers Ferry Chapel Hill, VA 23321</p>
				<p>Date: 8-08-2007 N350SF Hobbs: 578.7</p> <p>Performed annual/100 hour inspection in accordance with the hartzell owners manual and I have determined that this Propeller is in airworthy condition.</p> <p>Nathan L. Steigenga A&P 373985852/IA <i>Nate L Steigenga</i></p>
				<p>SUB-TOTALS this page</p>
				<p>TOTALS-Carry forward to next page</p>

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
				 <p>Date: 9-12-2008 N350SF Hobbs: 738.4</p> <p>Performed annual/100 hour inspection in accordance with the hartzell owners manual and I have determined that this Propeller is in airworthy condition.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nath L Steigenga</i></p>
				 <p>Date: 10-15-2009 N350SF Hobbs: 605.7 873.7</p> <p>Performed annual/100 hour inspection in accordance with the hartzell owners manual and I have determined that this Propeller is in airworthy condition.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nath L Steigenga</i></p>
				 <p>Date: 11-17-2010 N350SF Hobbs: 1001.5</p> <p>Performed annual/100 hour inspection in accordance with the hartzell owners manual and I have determined that this Propeller is in airworthy condition.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nath L Steigenga</i></p>
				 <p>Date: 12-13-2011 N350SF Hobbs: 1094.7</p> <p>Performed annual/100 hour inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this propeller is in airworthy condition. Post operational test of above work was good, no leaks.</p> <p>Nathan L. Steigenga A&P 3336160/IA <i>Nath L Steigenga</i></p>
				SUB-TOTALS this page
				TOTALS —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK	
				TOTALS brought forward from previous page	
				<div data-bbox="743 289 945 369" data-label="Image"> </div> <p data-bbox="954 352 1364 378">Date: 3-22-2013 N350SF Hobbs: 1136.5</p> <p data-bbox="737 394 1393 470">Performed annual/100 hour inspection in accordance with FAR part 43(d) using the Columbia 350 series maintenance manual as a guide and I have determined that this propeller is in airworthy condition. Removed and re-installed propeller for alternator belt replacement. Post operational test of above work was good, no leaks.</p> <p data-bbox="824 483 1039 508">Nathan L. Steigenga A&P 3336160/IA</p> <p data-bbox="824 508 954 541"><i>NLS Steigenga</i></p>	
					SUB-TOTALS this page
					TOTALS -Carry forward to next page

THE
adlogTM

**AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM**

**AVIONICS
MAINTENANCE
RECORDS**

AVIONICS MAINTENANCE RECORDS

(including transponder biennial checks)

Log No. A

Aircraft Registration No. N350SF
Aircraft Manufacturer The Lancer Co.
Model LC 42-550 FG
Serial No. 42062

EQUIPMENT LISTING



List all installed avionics, autopilot and flight director equipment.

	Mfg.	Model	Serial No.
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____
11.	_____	_____	_____
12.	_____	_____	_____
13.	_____	_____	_____
14.	_____	_____	_____
15.	_____	_____	_____
16.	_____	_____	_____
17.	_____	_____	_____
18.	_____	_____	_____
19.	_____	_____	_____
20.	_____	_____	_____



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DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
4-29-04	0	0	
			
			<p>The Garmin GTX 330 Mode S transponder, S/N 84109827 was tested as required by FAR 91.413, Lancair Document SB240001 Rev-, and was found to comply with FAR Part 43 Appendix F.</p>
			<p><i>John Boon</i> 4 May 04 Authorized Signature for The Lancair Company</p>
			
			<p>Date: 07/28/04 Model: Col-350 S/N: 42062 Reg.: N350SF HM: 17.1 WO #A-0012422</p>
			<p>Removed and replaced S-TEC 55X autopilot computer. Pn: 01192-33-OT-45 New sn: 0430-7183. Checked per S-TEC installation manual.</p>
			<p>The Aircraft, Airframe, Aircraft Engine, Propeller, or Appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of this repair are on file at this Repair Station. END</p>
			<p>APPROVED BY: <i>John R Bush</i> INSPECTOR FOR PIEDMONT HAWTHORNE AVIATION, INC., GREENSBORO, NC FAA REPAIR STATION # PA15208A</p>

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<div data-bbox="349 231 617 315" data-label="Image"> </div> <div data-bbox="373 357 576 441" data-label="Text"> <p>22550 Nelson Road Bend, Oregon 97701</p> </div> <div data-bbox="690 241 933 451" data-label="Text"> <p><u>THE</u> <u>LANCAIR</u> <u>COMPANY</u> Certified Aircraft</p> </div> <div data-bbox="1104 231 1429 399" data-label="Text"> <p>N350SF Hobbs: 185.7 Date 6/22/05 Lancair LC42-550F6 S/N:422062</p> </div> <div data-bbox="332 472 1347 577" data-label="Text"> <p>Removed and replaced GTX 330 Mode S XPNDR. Removed SN. 84109827. Installed SN 84106597. Tested per FAR. 91.413 and FAR Part 43 Appx F.</p> </div> <div data-bbox="357 588 609 661" data-label="Text"> </div> <div data-bbox="820 630 1331 693" data-label="Text"> <p>Jeffrey A. Schroeder A&P 539800020</p> </div> <div data-bbox="1071 672 1372 913" data-label="Text"> <p>NOT RATED TO DO EWSF</p> </div> <div data-bbox="349 840 925 934" data-label="Image"> </div> <div data-bbox="836 1039 1112 1123" data-label="Text"> <p>RICHMOND JET CENTER 5745 HUNTSMAN RD RICHMOND, VA 23250</p> </div> <div data-bbox="576 1134 1339 1207" data-label="Text"> <p>Reg #: 350SF Make: Columbia Model: 350 Date: 02-16-2006 W/O #: 4-9443 Meter: 297.6 S/N: 42062</p> </div> <div data-bbox="576 1197 1299 1386" data-label="List-Group"> <ul style="list-style-type: none"> -Installed servicable loaner MFD S/N 000E0020 and setup per Columbia Document RC240004. -Installed original modified GNS 430 S/N 97119882, unit has terrain software installed by Garmin. Checked setup of unit per Columbia document RC240004. Ops check good on ground. -Replaced Nav/Comm bypass inline 5 amp fuse with new AGC-5A fuse. Ops check good. </div> <div data-bbox="576 1375 1299 1501" data-label="Text"> <p>This Airframe, Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Details of this repair are on file at this agency under the work order listed above.</p> </div> <div data-bbox="584 1480 1112 1543" data-label="Text"> <p><i>Laurie M. Currier AWP2818601</i> Authorized Signature</p> </div>

AERO INDUSTRIES, INC
CRS BIER466C

PILOT

EXECUTIVE TERMINAL
5690 CLARKSON ROAD
RICHMOND INTERNATIONAL AIRPORT, VA 23250

ALTIMETER CORRECTION CARD

REFERENCE ALTITUDE IN	ALTIMETER READS	REFERENCE ALTITUDE IN	ALTIMETER READS
-1000	-1 000	14000	17,995
0	0	16000	15,995
500	500	18000	17,995
1000	995	20000	19,995
1500	1,500	22000	X
2000	2,000	25000	
3000	2,995	30000	
4000	3,995	35000	
6000	5,995	40000	
8000	7,995	45000	
10000	9,995	50000	
12000	11,995		

ALT P/N 200-00006-100 DATE 8-4-06 FORM 9702-1
ALT S/N 20732074 WO # 46681

AERO INDUSTRIES, INC

CP

CRS BIER466C
EXECUTIVE TERMINAL
5690 CLARKSON ROAD
RICHMOND INTERNATIONAL AIRPORT, VA 23250

ALTIMETER CORRECTION CARD

REFERENCE ALTITUDE IN	ALTIMETER READS	REFERENCE ALTITUDE IN	ALTIMETER READS
-1000	-1,010	14000	13,990
0	0	16000	15,990
500	+495	18000	17,995
1000	1,000	20000	19,950
1500	1,500	22000	X
2000	2,005	25000	
3000	3,000	30000	
4000	3,995	35000	
6000	5,990	40000	
8000	7,970	45000	
10000	9,965	50000	
12000	11,950		

ALT P/N 5974 PD-3 DATE 8-4-06 FORM 9702-1
ALT S/N 438612 WO # 46681

1. Approving National Aviation Authority/Country: FAA/UNITED STATES	2. AUTHORIZED RELEASE CERTIFICATE		3. System Tracking Ref. No. SO # 348317
4. Organization: GARMIN International 1200 E 151st Olathe, KS 66062	5. Work Order Contract/Invoice Number: SO # 348317		

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1.	GNS430	011-00280-10	N/A	1	97102447	INSPECTED

13. REMARKS: This "Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that work the component is ready for release to service under EASA Part-145 Approval Number: EASA.145.5534". The work that was performed on this unit was done to meet the requirements of the Maintenance Manual, part number 190-00140-05. This unit is a Loaner . It has been analyzed, reworked, tested, and conforms to the Loaner process set forth by Garmin.

This unit complies with Garmin's Service Bulletins No. 9901, 9902, 9903, 9906, 9907, 9908, 0003, 0004, 0007, 0009, 0011, 0014, 0016, 0020, 0021, 0022, 0105, 0107, 0116, 0204, 0205, 0216, 0218, 0224, 0308, 0309, 0502, 0515, and 0521.

This unit complies with Mod 1 status per Service Bulletin NO. 0019.

This unit complies with Mod 3 status per Service Bulletin NO. 0203.

This unit complies with Mod 7 status to add Terrain per Service Bulletin NO. 0532.

14. Certifies the items identified above were manufactured in conformity to:

Approved design data and are in condition for safe operation

Non-approved design data specified in block 13

19. 14 CFR 43.9 Return to Service Other regulations specified in Block 13

Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature N / A	16. Approval/Authorization No.: N / A	20. Authorized Signature: <i>Tran Hoang</i>	21. Approval/Certificate No.: G6XR582Y
17. Name (Typed or Printed) N / A	18. Date (m/d/y) N / A	22. Name (Typed or Printed) Tran Hoang	23. Date (m/d/y) 9/21/2006

User/Installer Responsibilities

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
3/14/06	310.5		Removed loaner MFD S/N E0049 and installed rebuilt original MFD S/N E0020. Setup unit per Columbia Aircraft instructions RC240004. Functional check good. <i>[Signature]</i> A2P 3074122
			Aero Industries 5745 HUNTSMAN RD RICHMOND, VA 23250
			Reg #: N350SF Make: Columbia Model: 350 Date: 07-05-2006 W/O #: 46474 Meter: 382.1 S/N: 42062
			-Removed MFD (S/N 000E0020) and installed rebuilt MFD (S/N 000E0043) and configured in accordance with Columbia Manual RC240004. Ops check good on ground check. This Airframe, Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service. Details of this repair are on file at this agency under the work order listed above. <i>[Signature]</i> CRS BIER 466C Authorized Signature

AERO INDUSTRIES, INC
5690 CLARKSON ROAD
RICHMOND INTERNATIONAL AIRPORT
VIRGINIA, 23250-2411
CRS BIER466C
ENTER IN: AIRCRAFT RECORDS

DATE 8-4-06
MAKE LANCATT
M/N L42-550FG
S/N 42062
REG# N350SF
Hdd TIME 406.7

SYSTEM	#1	#2
ATC TDR	011-00455-00 84106957	
STATIC SYS	20,000	
ALTIMETER	P/N 700-00006-100 20,000 S/N 20732074	P/N 5834PD-3 20,000 S/N 438612
ENCODER	P/N 50120-XXAL-A9232 20,000 S/N 2MA-9300	

THE ALTIMETER SYSTEM AND PRESSURE ALTITUDE REPORTING SYSTEM/STATIC SYSTEM TEST REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR 43, APPENDIX E & F. DETAILS OF THIS TEST ARE ON FILE AT THIS REPAIR FACILITY UNDER:

46681
WORKORDER

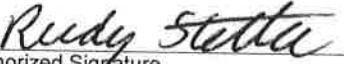
8-4-06
DATE

CRS BIER 466C
CERTIFICATE

Randy Stetter
SIGNATURE

FORM 8111B

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>Aero Industries, Inc. 5690 Clarkson Road Richmond Int'l Airport. VA 23250</p> <p>Reg #: N350SF Make: Columbia Model: 350 Date: 09-28-2006 W/O #: 46890 A/C TT: 428 S/N: 42062</p> <p>Removed defective GNS 430 p/n 011-00280-10 s/n 97119882 and installed loaner s/n 97102447. Performed system setup as per Columbia procedures and tested per Garmin GNS 430 M/M. The maintenance described above was inspected in accordance with current FAA regulations and the aircraft/component is approved for return to service with respect to the work performed.</p> <p>AERO INDUSTRIES INC. CRS BIER466C</p> <p><i>[Signature]</i> 9/28/06 Authorized Signature</p>
			<p>Date Dec. 7, 2007 Hrs 640.1 Make and Model Lancair LC42-550FG N350SF</p> <p>Removed GNS 430 Ser# 97119870 and 97119882 for WAAS upgrade. Removed two Garmin GA-56 GPS antennas. Installed two Garmin GA-35 antennas in accordance with STC SA01933LA and Garmin STC Upgrade Installation Manual 190-00357-06.</p> <p>Aircraft found to be airworthy with respect to work accomplished under WO# 21416</p> <p>Signed <i>[Signature]</i> Inspector Bay Avionics, Ltd, CRS# HM1R197K</p>
1-21-08	641.1 hrs.		<p>PFD upgraded to Software version 7.0. MFD software upgraded to 7.0 per SB 601-00004-77.</p> <p>2 GNS 430 w AWD Antennae Removed. 2 GNS 430 and 2 GA 56 GPS antennae reinstalled.</p> <p>Refer to airframe SN 42062 log entries for maintenance releases.</p> <p style="text-align: right;">CRS BIER466C, W/O 49090</p>

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			Aero Industries, Inc. 5690 Clarkson Road Richmond Int'l Airport. VA 23250
			Reg #: N350SF Make: Columbia Model: 350 Date: 01-04-2008 W/O #: 49170 A/C TT: 641.1 S/N: 42062
			Complied with static leak check IAW FAR 43 App E, paragraph a. Leak rate acceptable.
			The maintenance described above was inspected in accordance with current FAA regulations and the aircraft/component is approved for return to service with respect to the work performed.
			AERO INDUSTRIES INC. CRS BIER466C  Authorized Signature

AERO INDUSTRIES , INC
 DATE 2/12/08
 5745 HUNTSMAN RD .
 MAKE CESSNA
 RICHMOND INTL AIRPORT
 M/N 350 LC 42-55DFG
 VA. , 23250 -2411
 S/N 42062


REG. # N350SF
 ENTER IN : AIRFRAME / ENG / PROP RECORDS

TIME 641.1

REMOVED 2 EA GA 35 WAAS ANTENNAS INSTALLED BY BAY AVIONICS ON LOG ENTRY
 DATED DEC 7,2007. REINSTALLED 2EA ORIGINAL GA 56 GPS ANTENNAS #1 P/N 011-
 00134-00 S/N 59088687 #2 P/N 011-00134-00 S/N 59088688. INSTALLED LOANER
 GNS 430 P/N 011-00280-10 S/N 97102334 INTO #1 POSITION. INSTALLED LOANER
 GNS 430 P/N 011-00280-10 S/N97102391 INTO #2 POSITION. VALIDATED BOTH
 LOANER UNITS HAVE CURRENT DATABASES AT TIME OF INSTALLATION. CONFIGURED BOTH
 UNITS PER SEC 5 OF THE INSTALLATION MANUAL P/N 190-00140-02 REV R DATED NOV
 2006. REMOVED JUMPER FROM JB2 PIN B TO JB4 PIN A PER REVISED WIRING DIAGRAM
 DWG # LB53343503 REV A TO REMOVE JUMPER FROM RS 232 TX #2 ON THE #1 GNS
 430 TO RS 232 TX #2 ON THE #2 GNS 430. PERFORMED SYSTEM CHECKS PER SECTION
 5.3 OF THE INSTALLATION MANUAL. SYSTEMS TESTED GOOD AT THIS TIME.

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED IN ACCORDANCE WITH CURRENT
 FAA REGULATIONS AND THE AIRCRAFT / COMPONENT IS APPROVED FOR RETURN TO
 SERVICE , WITH RESPECT TO THE WORK PERFORMED , DETAILS OF THIS REPAIR ARE
 ON FILE AT THIS REPAIR FACILITY UNDER : WORK ORDER# 49187
 DATE.

CERTIFICATE .
 _____ BIER466C _____

SIGNATURE  2/12/08

501

#2 Loaner

1. Approving National Aviation Authority/Country: **FAA/UNITED STATES**

2. **AUTHORIZED RELEASE CERTIFICATE**
 FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. System Tracking Ref. No. **SO # 650825**

4. Organization: **GARMIN International 1200 E 151st Olathe, KS 66062**

5. Work Order Contract/Invoice Number: **SO # 650825**

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/ Batch Number:	12. Status/Work:
1.	GNS430	011-00280-10	N/A	1	97102391	INSPECTED

13. REMARKS: This "Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that work the component is ready for release to service under EASA Part-145 Approval Number: EASA.145.5534". The work that was performed on this unit was done to meet the requirements of the Maintenance Manual, part number 190-00140-05.

The Main and GPS software is at the latest revision. This unit complies with Garmin's Service Bulletins No. 9901, 9902, 9903, 9906, 9907, 9908, 0003, 0004, 0007, 0009, 0011, 0014, 0016, 0020, 0021, 0022, 0105, 0107, 0116, 0204, 0205, 0216, 0218, 0224, 0308, 0309, 0502, 0515, 0521 and 0706. It is the responsibility of the Installer to verify that the installation complies with the previous listed Service Bulletins. If this unit is part of a dual unit installation Garmin recommends that both units have the same software levels. It is the responsibility of the installer to assess installation compatibility. This unit complies with Mod 1 status per Service Bulletin NO. 0019. This unit complies with Mod 3 status per Service Bulletin NO. 0203. This unit complies with Mod 7 status to add Terrain per Service Bulletin NO. 0532 and 0608. This unit is a Loaner. It has been analyzed, reworked, tested, and conforms to the Loaner process set forth by Garmin.

14. Certifies the items identified above were manufactured in conformity to:

Approved design data and are in condition for safe operation

Non-approved design data specified in block 13

19. 14 CFR 43.9 Return to Service Other regulations specified in Block 13

Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
N / A	N / A	<i>Donald Maddox</i>	G6XR582Y
17. Name (Typed or Printed)	18. Date (m/d/y)	22. Name (Typed or Printed)	23. Date (m/d/y)
N / A	N / A	Donald Maddox	1/4/2008

User/Installer Responsibilities

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

5-01

#1 Lower

1. Approving National Aviation Authority/Country: **FAA/UNITED STATES**

2. **AUTHORIZED RELEASE CERTIFICATE**
 FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. System Tracking Ref. No. **SO # 647071**

4. Organization: **GARMIN International 1200 E 151st Olathe, KS 66062**

5. Work Order Contract/Invoice Number: **SO # 647071**

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1.	GNS430	011-00280-10	N/A	1	97102334	INSPECTED

13. REMARKS: This unit is a Loanner. It has been analyzed, reworked, tested, and conforms to the Loanner process set forth by Garmin. This "Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and in respect to that work the component is ready for release to service under EASA Part-145 Approval Number: EASA.145.5534". The work that was performed on this unit was done to meet the requirements of the Maintenance Manual, part number 190-00140-05.

This unit complies with Garmin's Service Bulletins No. 9901, 9902, 9903, 9906, 9907, 9903, 0003, 0004, 0007, 0009, 0011, 0014, 0016, 0020, 0021, 0022, 0105, 0107, 0116, 0204, 0205, 0216, 0218, 0224, 0308, 0309, 0502, 0515, and 0521.

This unit complies with Mod 1 status per Service Bulletin NO. 0019.
 This unit complies with Mod 3 status per Service Bulletin NO. 0203.
 This unit complies with Mod 7 status to add Terrain per Service Bulletin NO. 0532 and 0608.

14. Certifies the items identified above were manufactured in conformity to:

Approved design data and are in condition for safe operation

Non-approved design data specified in block 13

19. 14 CFR 43.9 Return to Service Other regulations specified in Block 13

Certifies that unless otherwise specified in block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature	16. Approval/Authorization No.:	20. Authorized Signature	21. Approval/Certificate No.:
N / A	N / A	<i>Paul E Brand</i>	G6XR582Y
17. Name (Typed or Printed)	18. Date (m/d/y)	22. Name (Typed or Printed)	23. Date (m/d/y)
N / A	N / A	Paul E Brand	1/7/2008

User/Installer Responsibilities

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>DATE <u>9-11-08</u> AC HRS <u>738.4</u> ^{Hobbs} N <u>350SF</u></p> <p>I CERTIFY THAT THE ALTIMETER, ALTITUDE REPORTING AND STATIC SYSTEM TESTS REQUIRED BY CFR 91.411 HAVE BEEN PERFORMED. TESTS WERE PERFORMED TO <u>20,000</u> FT.</p> <p>ALT. <u>'s 9-11-08</u> DATE</p> <p>ENCODER <u>9-11-08</u> DATE</p> <p>STATIC SYSTEM <u>9-11-08</u> DATE</p> <p>THIS <u>GTX-330</u> TRANSPONDER S/N <u>84106597</u> HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH THE REQUIREMENTS OF CFR 91.413(PART 43 APP F).</p> <p>DATE <u>9-11-08</u></p> <p>SIGNED <u>Ronald W. Gelpen</u> INSPECTOR BAY AVIONICS, LTD. HM1R197K</p>
			<p>DATE <u>11-19-10</u> AC HRS <u>1004.3</u> N <u>350SF</u></p> <p>I CERTIFY THAT THE ALTIMETER, ALTITUDE REPORTING AND STATIC SYSTEM TESTS REQUIRED BY CFR 91.411 HAVE BEEN PERFORMED. TESTS WERE PERFORMED TO <u>20,000</u> FT.</p> <p>ALT. <u>11-19-10</u> DATE</p> <p>ENCODER <u>11-19-10</u> DATE</p> <p>STATIC SYSTEM <u>11-19-10</u> DATE</p> <p>THIS <u>GTX-330</u> TRANSPONDER S/N <u>84106597</u> HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH THE REQUIREMENTS OF CFR 91.413(PART 43 APP F).</p> <p>DATE <u>11-19-10</u></p> <p>SIGNED <u>John H. Miller Jr.</u> INSPECTOR BAY AVIONICS, LTD. HM1R197K</p>

ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD.
HM1R197K

Customer: <u>Sierra Forest LLC</u>		Work Order: <u>22933</u>
Aircraft N: <u>3505F</u>	Aircraft Make/Model: <u>Columbia 350</u>	Squawk Number:
PRELIMINARY INSPECTION FINDINGS: <u>OK</u>		
Inspection By: <u>Ja H Mull Jr.</u> Authorized Inspector		Date: <u>11-19-10</u>

TABLE I

Altimeter (feet)	Equivalent pressure (Inches of accuracy)	Tolerance +/-	Altimeter Error	Encoder Error (Tol. +/- 125 ft.)
- 1,000	31.018	20	0	0
0	29.021	20	0	0
500	29.385	20	-10	0
1,000	28.856	20	0	0
1,500	28.335	25	0	0
2,000	27.821	30	0	0
3,000	26.817	30	0	0
4,000	25.842	35	-10	0
6,000	23.978	40	0	0
8,000	22.225	60	-10	0
10,000	20.577	80	0	0
12,000	19.029	90	0	0
14,000	17.577	100	0	0
16,000	16.216	110	0	0
18,000	14.942	120	0	0
20,000	13.750	130	0	0
22,000	12.636	140		
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III - FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	
2,000	70	
3,000	70	
5,000	70	
10,000	80	
15,000	90	
20,000	100	
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

TABLE IV - PRESSURE - ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (Inches of Hg)	Altitude Difference (feet)	Result Tol. +/- 25 ft.
28.10	- 1,727	/
28.50	- 1,340	/
29.00	- 863	/
29.50	-392	/
29.92	0	/
30.50	+531	/
30.90	+893	/
30.99	+974	/

TABLE II - TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

Equipment Used for Inspection 5734PAD-3 S# 411242

Calibration Date 11-17-10 Calibration Due Date 02-17-10

Notes: _____

Final Inspection Signature: <u>Ja H Mull Jr.</u>	Date: <u>11-19-10</u>
--	-----------------------

Stand by

ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD. HM1R197K

Customer: <u>Sierra Foxtrot LLC</u>		Work Order: <u>22933</u>
Aircraft N: <u>350SF</u>	Aircraft Make/Model: <u>Columbia 350</u>	Squawk Number:
PRELIMINARY INSPECTION FINDINGS: <u>OK</u>		
Inspection By: <u>J. H. Miller</u> Authorized Inspector		Date: <u>11-19-10</u>

TABLE I

Altimeter (feet)	Equivalent pressure (Inches of accuracy)	Tolerance +/-	Altimeter Error	Encoder Error (Tol. +/- 125 ft.)
- 1,000	31.018	20	-10	
0	29.021	20	+10	
500	29.385	20	0	
1,000	28.856	20	-10	
1,500	28.335	25	0	
2,000	27.821	30	+20	
3,000	26.817	30	0	
4,000	25.842	35	0	
6,000	23.978	40	-10	
8,000	22.225	60	-20	
10,000	20.577	80	-30	
12,000	19.029	90	-40	
14,000	17.577	100	-40	
16,000	16.216	110	-40	
18,000	14.942	120	-40	
20,000	13.750	130	-40	
22,000	12.636	140		
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III - FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	30
2,000	70	40
3,000	70	20
5,000	70	30
10,000	80	30
15,000	90	40
20,000	100	60
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

TABLE IV - PRESSURE - ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (Inches of Hg)	Altitude Difference (feet)	Result Tol. +/- 25 ft.
28.10	- 1,727	
28.50	- 1,340	✓
29.00	- 863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

TABLE II - TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

Equipment Used for Inspection 5934PA D-3 S# 411242

Calibration Date 11-17-10 Calibration Due Date 02-17-10

Notes: _____

Final Inspection Signature: <u>J. H. Miller</u>	Date: <u>11-19-10</u>
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ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD.

HM1R197K

Customer: SIERRA Foxtrot LLC		Work Order: 21873
Aircraft N 350	Aircraft Make/Model	Squawk Number:
PRELIMINARY INSPECTION FINDINGS: OK		
Inspected By: Ronald W. Culpeper Authorized Inspector		Date: 9-11-08

TABLE I

Altitude (feet)	Equivalent pressure (inches of mercury)	Tolerance ±	Altimeter Error	Encoder Error (Tol. ± 125 ft.)
-1,000	31.018	20	-10	0
0	29.921	20	+10	0
500	29.385	20	+15	0
1,000	28.856	20	+10	0
1,500	28.335	25	+5	0
2,000	27.821	30	+5	0
3,000	26.817	30	+5	0
4,000	25.842	35	-5	0
6,000	23.978	40	+10	0
8,000	22.225	60	-5	0
10,000	20.577	80	-5	0
12,000	19.029	90	+5	0
14,000	17.577	100	0	0
16,000	16.216	110	+5	0
18,000	14.942	120	0	0
20,000	13.750	130	0	0
22,000	12.636	140		
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III-FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	0
2,000	70	0
3,000	70	0
5,000	70	0
10,000	80	0
15,000	90	0
20,000	100	0
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

TABLE IV-PRESSURE-ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (inches of Hg)	Altitude difference (feet)	Result Tol. ± 25 ft.
28.10	-1,727	✓
28.50	-1,340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

TABLE II-TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test:	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

Notes: Nobbs 738.4
#1 Flight Max Display
GTx330 S# 841.06597
Mode S Code 50763143

Final Inspection: Ronald W. Culpeper signature	Date: 9-11-08
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ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD.

HM1R197K

Customer: SIERRA Foxtrot LLC	Work Order: 21873
Aircraft N 350SF	Aircraft Make/Model Lancair Company LC42-SSBFG
PRELIMINARY INSPECTION FINDINGS: OK	
Inspected By: Ronald W. Guepaga <small>Authorized Inspector</small>	Date: 9-11-08

TABLE I

Altitude: (feet)	Equivalent pressure (inches of mercury)	Tolerance ±	Altimeter Error	Encoder Error (Tol. ± 125 ft.)
-1,000	31.018	20	-10	0
0	29.921	20	0	0
500	29.385	20	-5	0
1,000	28.856	20	0	0
1,500	28.335	25	0	0
2,000	27.821	30	+5	0
3,000	26.817	30	-5	0
4,000	25.842	35	0	0
6,000	23.978	40	-10	0
8,000	22.225	60	-15	0
10,000	20.577	80	-35	0
12,000	19.029	90	-45	0
14,000	17.577	100	-60	0
16,000	16.216	110	-40	0
18,000	14.942	120	-60	0
20,000	13.750	130	-45	0
22,000	12.636	140		
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III-FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	25
2,000	70	30
3,000	70	20
5,000	70	20
10,000	80	35
15,000	90	55
20,000	100	55
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

TABLE IV-PRESSURE-ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (inches of Hg)	Altitude difference (feet)	Result Tol. ± 25 ft.
28.10	-1,727	✓
28.50	-1,340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

TABLE II-TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test:	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

Notes: Hobbs 738.4

#2 Alt.

GTX330 S#84106597

mode S Code 50763143

Final Inspection Ronald W. Guepaga <small>signature</small>	Date: 9-11-08 <small>Date</small>
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ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD.
HM1R197K

Primary

Customer: <u>Sierra Foxrot LLC</u>		Work Order: <u>24052</u>
Aircraft N: <u>350\$F</u>	Aircraft Make/Model: <u>Lancair LC42-SSDFG</u>	Squawk Number:
PRELIMINARY INSPECTION FINDINGS: <u>ok</u>		
Inspection By: <u>J. D. Mull Jr.</u> Authorized Inspector		Date: <u>03-21-13</u>

TABLE I

Altitude (feet)	Equivalent pressure (Inches of accuracy)	Tolerance +/-	Altitude Error	Encoder Error (Tol. +/- 125 ft.)
-1,000	31.018	20	-10	0
0	29.021	20	-10	0
500	29.385	20	-20	0
1,000	28.856	20	-10	0
1,500	28.335	25	-10	0
2,000	27.821	30	-20	0
3,000	26.817	30	-20	0
4,000	25.842	35	-20	0
6,000	23.978	40	-20	0
8,000	22.225	60	-20	0
10,000	20.577	80	-20	0
12,000	19.029	90	-10	0
14,000	17.577	100	-10	0
16,000	16.216	110	-40	0
18,000	14.942	120	-30	0
20,000	13.750	130	-40	0
22,000	12.636	140		
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III - FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	
2,000	70	
3,000	70	
5,000	70	
10,000	80	
15,000	90	
20,000	100	
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

N/A

TABLE II - TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

TABLE IV - PRESSURE - ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (Inches of Hg)	Altitude Difference (feet)	Result Tol. +/- 25 ft.
28.10	-1,727	✓
28.50	-1,340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

Notes: _____

Equipment Used for Inspection J934 PAD -3 #411242

Calibration Date 2/1/13 Calibration Due Date 5/1/13

Final Inspection Signature: <u>J. D. Mull Jr.</u>	Date: <u>03-21-13</u>
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ALTIMETER TEST AND INSPECTION REPORT

BAY AVIONICS, LTD.
HM1R197K

standby

Customer: Sierra Foxrot LLC		Work Order: 24052
Aircraft N: 3505F	Aircraft Make/Model: Lancair LC42-550P6	Squawk Number:
PRELIMINARY INSPECTION FINDINGS: ok		
Inspection By: <i>James W. Miller Jr.</i> Authorized Inspector		Date: 03-21-13

TABLE I

Altimeter (feet)	Equivalent pressure (Inches of accuracy)	Tolerance +/-	Altimeter Error	Encoder Error (Tol. +/- 125 ft.)
-1,000	31.018	20	0	0
0	29.021	20	0	0
500	29.385	20	-10	0
1,000	28.856	20	0	0
1,500	28.335	25	0	0
2,000	27.821	30	-10	0
3,000	26.817	30	-10	0
4,000	25.842	35	-20	0
6,000	23.978	40	-20	0
8,000	22.225	60	-20	0
10,000	20.577	80	-30	0
12,000	19.029	90	-40	0
14,000	17.577	100	-60	0
16,000	16.216	110	-70	0
18,000	14.942	120	-60	0
20,000	13.750	130	-70	0
22,000	12.636	140	-60	0
25,000	11.104	155		
30,000	8.885	180		
35,000	7.041	205		
40,000	5.538	230		
45,000	4.355	255		
50,000	3.425	280		

TABLE III - FRICTION

Altitude (feet)	Tolerance (feet)	Reading
1,000	70	20
2,000	70	0
3,000	70	10
5,000	70	0
10,000	80	0
15,000	90	20
20,000	100	20
25,000	120	
30,000	140	
35,000	160	
40,000	180	
50,000	250	

TABLE IV - PRESSURE - ALTITUDE DIFFERENCE (Scale Error Test)

Pressure (Inches of Hg)	Altitude Difference (feet)	Result Tol. +/- 25 ft.
28.10	-1,727	✓
28.50	-1,340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

TABLE II - TEST TOLERANCES

Test	Tolerance (feet)
Case Leak Test	100
Hysteresis Test	
First Test Point (50 percent of maximum altitude)	75
Second Test Point (40 percent of maximum altitude)	75
After Effect Test	30

Equipment Used for Inspection **5934PRD-3 #411242**

Calibration Date **2/1/13** Calibration Due Date **5/1/13**

Notes: _____

Final Inspection Signature: <i>James W. Miller Jr.</i>	Date: 03-21-13
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A/c# 42062

AD NOTE FILE STATUS FILE REVISION STATUS

AERO INDUSTRIES, INC.

DATE	REVISED BY	DATE	REVISED BY
3/3/04	ADLOG		
2/21/05	AD Log		
8.11.06	Aero FND.		
4.17.07	Aero Industries		



Applicable Airworthiness Directives

ID No: 23118

Page No: 1

Model: LC42-550FG, S/N: 42062, Tail No: N????

Date: 03/03/04

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE(s): IO-550-N		
		PROPELLER(s): PHC-J3YF-1RF		
		MAGNETO(s): Bendix 'S' Series		
93-05-06	R	IGNITION SWITCH		
96-12-07	R	TCM (BENDIX) MAGNETO	78-09-07	
2003-13-17	NM	T AND W PROPELLER INC.		

SUPERSEDED
DATE _____

FAX NO: (631) 765-9359

TEL: (631) 765-9375

TEL: (800) 235-6444

*Type of AD (adlog subscribers—this designation appears in the upper right corner of each adNote page):
N—Non-Repetitive. R—Repetitive. NM—Non-Repetitive, but has more than one compliance requirement.
NR—Can be either Repetitive or Non-Repetitive, depending on the method of compliance.

**Not applicable.



Applicable Airworthiness Directives

ID No: 23118

Page No: 1

Model: LC42-550FG, S/N: 42062, Tail No: N3806F

Date: 02/21/05

FAX NO: (631) 765-9359

TEL: (631) 765-9375

TEL: (800) 235-6444

AD NUMBER	TYPE*	SUBJECT	Supersedes AD Number	N/A**
		ENGINE(s): IO-550-N		
		PROPELLER(s): PHC-J3YF-1RF		
		MAGNETO(s): Bendix 'S' Series		
93-05-06	R	IGNITION SWITCH		
96-12-07	R	TCM (BENDIX) MAGNETO	78-09-07	
2003-13-17	NM	T AND W PROPELLER INC.		
2004-08-10	NM	ECI CYLINDERS		
2005-01-19	NM	GARMIN TRANSPONDER	2004-10-15	
2005-02-01	NM	AFM (TAKE-OFF CHARTS)		

SUPERSEDED
DATE _____

*Type of AD (adlog subscribers—this designation appears in the upper right corner of each adNote page):
 N—Non-Repetitive. R—Repetitive. NM—Non-Repetitive, but has more than one compliance requirement.
 NR—Can be either Repetitive or Non-Repetitive, depending on the method of compliance.

**Not applicable.

Date 8-08-2007 **Update #** _____

Tail # 350SF **Serial #** LC42-550FG

Hours 578.7

Misc _____

AD #	Category	Subject	Amend #	Eff Date	Recurring
04-06-09	Airframe	Fuel Pressure Transducer	39-13535	05/03/04	Yes
Date/Hours Compliance	8-08-2007 (578.7)	Name Nathan L Steigenga	N/A by Serial #		
Next Due	N/A	Cert # A&P373985852/IA			
Signature					
05-02-01	Airframe	Takeoff Distance Chart	39-13945	01/21/05	
Date/Hours Compliance	8-08-2007 (578.7)	Name Nathan L Steigenga	Previously Complied With		
Next Due	N/A	Cert # A&P373985852/IA			
Signature					
06-25-08	Airframe	(STC) SA02260CH - Kelly Deice System	39-14948	12/21/06	
Date/Hours Compliance	8-08-2007 (578.7)	Name Nathan L Steigenga	Not Applicable		
Next Due	N/A	Cert # A&P373985852/IA			
Signature					
07-07-06	Airframe	Aileron and Elevator Control Systems	39-15011	04/09/07	Yes
Date/Hours Compliance	8-08-2007 (578.7)	Name Nathan L Steigenga	Next inspection due 04-2008		
Next Due	4-2008	Cert # A&P373985852/IA			
Signature					

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 804-226-7200

Report Produced By: INSPECTION DEPT

Content Revision: 7/27/2006 File ID: 350SF Aircraft N350SF

AD Number Effective Date	Description	Compiled Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer Category Airframe Model LC42-550FG Part #: LC 42 -550FG Serial #: 42062						
2004-06-09 5/3/2004	To detect and correct chafing and wear of the fuel pressure transducer, which could result in failure of the,contd.	8-11-06	DNA PER A/C SN	Recur	DNA	1.AERO INDUSTRIES 2. 3.BIER466C 4.
©ATP	©ATP			©ATP	Signature: Donald R. Young	
2005-02-01 1/21/2005	To prevent potential impact with terrain or obstruction during takeoff due to incorrect takeoff, contd.	8/11/2006 406.7	SB 05-001 INSERTED INTO POH/AFM	Once		1.AERO INDUSTRIES 2. 3.BIER466C 4.
©ATP	©ATP			©ATP	Signature: Donald R. Young	

2007-07-06

LINRAE BEARING
INSPECTION

4.17.07
5.41.9

C/W INSP PAL
SB 07-002
NO DEFECTS NOTED

CRS BIER466C

Donald R. Young

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 23250
 804-226-7200

Report Produced By: INSPECTION DEPT

Content Revision: 7/27/2006	File ID: 350SF	Aircraft: N350SF	
AD Number Effective Date	Description	Amendment Number Method of Compliance/Applicability	Once or Recur

Manufacturer Hartzell Propeller	Category Propeller	Model PHC-J3YF-1	
70-02-01 1/1/1970	Superseded by 73-10-03		Once
@ATP	@ATP		@ATP
70-16-03 R 1/1/1970	Superseded by 77-12-06		Once
@ATP	@ATP		@ATP
73-10-03 1/1/1973	Superseded by 77-12-06		Once
@ATP	@ATP		@ATP
74-15-02 1/1/1974	Superseded by 77-12-06		Once
@ATP	@ATP		@ATP
75-07-05 5/1/1977	Superseded by 77-12-06		Once
@ATP	@ATP		@ATP
77-12-06 R(2) 12/21/1977	Superseded by 2002-09-08		Recur
@ATP	@ATP		@ATP

1. XXXXXXXXXXXXXXXX	Signature: XXXXXXXXXXXX
2. XXXXXXXXXXXXXXXX	
3. XXXXXXXXXXXXXXXX	
4. XXXXXXXXXXXXXXXX	

1. XXXXXXXXXXXXXXXX	Signature: XXXXXXXXXXXX
2. XXXXXXXXXXXXXXXX	
3. XXXXXXXXXXXXXXXX	
4. XXXXXXXXXXXXXXXX	

1. XXXXXXXXXXXXXXXX	Signature: XXXXXXXXXXXX
2. XXXXXXXXXXXXXXXX	
3. XXXXXXXXXXXXXXXX	
4. XXXXXXXXXXXXXXXX	

1. XXXXXXXXXXXXXXXX	Signature: XXXXXXXXXXXX
2. XXXXXXXXXXXXXXXX	
3. XXXXXXXXXXXXXXXX	
4. XXXXXXXXXXXXXXXX	

1. XXXXXXXXXXXXXXXX	Signature: XXXXXXXXXXXX
2. XXXXXXXXXXXXXXXX	
3. XXXXXXXXXXXXXXXX	
4. XXXXXXXXXXXXXXXX	

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
~~804-226-7200~~

Report Produced By: INSPECTION DEPT

Content Revision: 7/27/2006 File ID: 350SF Aircraft **N 350SF**

AD Number Effective Date	Description	Compiled Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Author. By
Manufacturer Hartzell Propeller	Category Propeller	Model PHC-J3YF-1				
89-22-05 L 11/16/1989	Superseded by 93-16-14		XXXXXXXXXXXXXXXXXXXX	Recur		1. XXXXXXXXXXXXXXXXXXXX 2. 3. 4.
©ATP	©ATP			©ATP	Signature: XXXXXXXXXXXX	
93-16-14 1/5/1994	Superseded by 94-17-13		XXXXXXXXXXXXXXXXXXXX	Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature: XXXXXXXXXXXX	
94-17-13 9/15/1994	TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE CONTD.	8/11/2006	DNA PER PROP SN	Recur		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP	Signature:	
2001-07-03 C 6/4/2001	To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control	8/11/2006	NEW PROPELLER NEVER OH OR REPAIRED	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP	Signature: <i>Donald R. Young</i>	
2002-09-08 6/13/2002	To prevent failure of the propeller blade from fatigue cracks in the blade shank radius, which can, contd.	8/11/2006	DNA TO K SERIES SN BLADES	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP	Signature: <i>Donald R. Young</i>	
2005-14-11 8/17/2005	To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane	8/11/2006	DNA. PROP NEW 2004. NEVER BEEN TO AFFECTED SHOP.	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP	Signature: <i>Donald R. Young</i>	

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 23250
 804-226-7200

Report Produced By: INSPECTION DEPT

Content Revision: 7/27/2006 File ID: 350SF Aircraft **N350SF**

AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer United Instruments Category: Altimeter Model: P/N 5934PAD Part #: 5934PD-A.616 Serial #: 438612						
74-24-13 12/5/1974 ©ATP	TO PREVENT BEING DEPRIVED OF ALTIMETER READINGS DURING CERTAIN AIRCRAFT OPERATING CONDITIONS ©ATP	8/11/2006	DNA PER SN ALT	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
86-05-02 3/28/1986 ©ATP	TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT ©ATP	8/11/2006	DNA OER SN ALT	Recur		Signature: <i>Donald R. Young</i> 1. AERO INDUSTRIES 2. 3. BIER466C 4.
Manufacturer Garmin International Category: GPS/NAV/COM Model: GNS 430 Part #: GNS 430 Serial #: 97119882						
2001-23-17 12/28/2001 ©ATP	To prevent external noise from causing inaccurate course deviation displays in the GNS 430 units course, contd. ©ATP	8/11/2006	DNA TO UNIT SNS NOW INSTALLED	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
Manufacturer McCauley Category: Governors Model: DCF290D1A/T2 Part #: C230D3 N043 Serial #: 040075						
75-12-07 6/6/1975 ©ATP	TO PREVENT THE POSSIBILITY OF LOSS OF PROPELLER PITCH CONTROL INCLUDING THE INABILITY TO FEATHER, CONTD. ©ATP	8/11/2006	DNA TO MODEL INSTALLED	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
Signature: <i>Donald R. Young</i>						

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 23252
 804-226-7200

Report Produced By: INSPECTION DEPT

File ID: 350SF

Aircraft

N350SF

Content Revision: 7/27/2006

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. 4. Author. By
Manufacturer ACS Products Company	Category Ignition Switches	Model IGNITION SWITCHES				
93-05-06 4/29/1993	TO PREVENT FAILURE OF IGNITION SWITCHES			Recur	2000 HRS	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
Manufacturer Whelen Engineering Co.	Category Lighting	Model A427				
75-05-04 4/11/1975	TO PRECLUDE POSSIBLE IGNITION OF FLAMMABLE FLUIDS OR VAPORS BY ARCING AT THE STROBE LIGHT FLASH TUBE	8/11/2006	DNA TO PN TUBE INSTALLED	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP	Signature: <i>Donald R Young</i>	

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 23250
 804-226-7200

Report Produced By: INSPECTION DEPT

Content Revision: 7/27/2006 File ID: 350SF Aircraft N350SF

AD Number Effective Date	Description	Compiled Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
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Manufacturer		Category	Model	Part #: 10-500556-1 Serial #: RH D04CA137		
Teledyne Continental		Magnetos	SC-20 SERIES			
73-07-04 10/11/1973	Superseded by 94-01-03			XXXXXXX	Once	1. XXXXXXXXXXXX 2. 3. 4.
©ATP	©ATP				©ATP	Signature: XXXXXXXX
74-26-09 12/24/1974	S-20,-200,-1200 SERIES MAGNETOS			XXXXXXX	Once	1. 2. 3. 4.
©ATP	©ATP				©ATP	Signature: XXXXXXXX
78-09-07 R3 1/17/1983	Superseded by 96-12-07			XXXXXXX	Recur	1. XXXXXXXXXXXX 2. 3. 4.
©ATP	©ATP				©ATP	Signature: XXXXXXXX
82-20-01 6/14/1983	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD.		8/11/2006	DNA MODEL	Once	1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP				©ATP	Signature: Donald R Young
94-01-03 R2 6/28/1995	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE		8/11/2006	DNA TO SC SERIES	Once	1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP				©ATP	Signature: Donald R Young
94-06-09 5/20/1994	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO		8/11/2006	DNA TO SN INSTALLED	Once	1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP				©ATP	Signature: Donald R Young

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
~~804-226-7200~~

Report Produced By: INSPECTION DEPT

Aircraft: **N350SF**

File ID: 350SF

Content Revision: 7/27/2006

AD Number Effective Date	Description	Completed Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer Teledyne Continental Category Magnetos Superseded by 2005-12-06 Model SC-20 SERIES Part #: 10-500556-1 Serial #: RH D04CA137						
96-12-07 7/18/1996			XXXXXXXXXX	Recur		1. XXXXXXXXXXXXXXXX 2. 3. 4.
©ATP	©ATP			©ATP		Signature: XXXXXXXXXXXXXXXX
2005-12-06 7/19/2005	To prevent failure of the magneto impulse coupling assembly and possible engine failure	8/11/2006	DNA TO ENGINE- MAG CONFIGURATION	Recur		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP	©ATP			©ATP		Signature: <i>Donald R Young</i>

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 804-226-7200

Report Produced By: INSPECTION DEPT

Aircraft **N350SF**

File ID: 350SF

Content Revision: 7/27/2006

AD Number Effective Date	Description	Complied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. 4. Author. By
Manufacturer Teledyne Continental	Category Magnetos	Model SC-20 SERIES				Part #: 10-500556-1 Serial #: D04CA134 LH
73-07-04 10/11/1973 ©ATP	Superseded by 94-01-03 ©ATP		XXXXXXXXXXXXXXXXXXXX	Once		1. XXXXXXXXXXXXXXXXXXXX 2. XXXXXXXXXXXXXXXXXXXX 3. XXXXXXXXXXXXXXXXXXXX 4. XXXXXXXXXXXXXXXXXXXX
74-26-09 12/24/1974 ©ATP	S-20,-200,-1200 SERIES MAGNETOS ©ATP		XXXXXXXXXXXXXXXXXXXX	Once		Signature: XXXXXXXXXXXXXXXX 1. XXXXXXXXXXXXXXXXXXXX 2. XXXXXXXXXXXXXXXXXXXX 3. XXXXXXXXXXXXXXXXXXXX 4. XXXXXXXXXXXXXXXXXXXX
78-09-07 R3 1/17/1983 ©ATP	Superseded by 96-12-07 ©ATP		XXXXXXXXXXXXXXXXXXXX	Recur		Signature: XXXXXXXXXXXXXXXX 1. XXXXXXXXXXXXXXXXXXXX 2. XXXXXXXXXXXXXXXXXXXX 3. XXXXXXXXXXXXXXXXXXXX 4. XXXXXXXXXXXXXXXXXXXX
82-20-01 6/14/1983 ©ATP	TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE,CONTD. ©ATP	8/11/2006	DNA MODEL	Once		Signature: XXXXXXXXXXXXXXXX 1. XXXXXXXXXXXXXXXXXXXX 2. XXXXXXXXXXXXXXXXXXXX 3. XXXXXXXXXXXXXXXXXXXX 4. XXXXXXXXXXXXXXXXXXXX
94-01-03 R2 6/28/1995 ©ATP	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE ©ATP	8/11/2006	DNA SC SERIES	Once		Signature: XXXXXXXXXXXXXXXX 1. XXXXXXXXXXXXXXXXXXXX 2. XXXXXXXXXXXXXXXXXXXX 3. XXXXXXXXXXXXXXXXXXXX 4. XXXXXXXXXXXXXXXXXXXX
94-06-09 5/20/1994 ©ATP	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO ©ATP	8/11/2006	DNA SN INSTALLED	Once		Signature: XXXXXXXXXXXXXXXX 1. AERO INDUSTRIES 2. XXXXXXXXXXXXXXXXXXXX 3. BIER466C 4. XXXXXXXXXXXXXXXXXXXX
				©ATP		Signature: <i>Donald R. Perry</i>

Airworthiness Directive Compliance Record

5745 HUNTSMAN ROAD RICHMOND INTL AIRPORT, VA
 23259
 804-226-7200

Report Produced By: INSPECTION DEPT

AD Number Effective Date		Description		Compilied Date Time	Amendment Number Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Author. 4. Author. By
ent Revision: 7/27/2006		File ID: 350SF		Aircraft		N 350 SF		
Manufacturer		Category		Model		Part #:		
Continental		Magnetos		SC-20 SERIES		Serial #: D04CA134 LH		
96-12-07 7/18/1996		Superseded by 2005-12-06			XXXXXXX	Recur		1. XXXXXXXXXXXXXXXX 2. 3. 4.
©ATP		©ATP				©ATP		Signature: XXXXXXXXXXXXXXXX
2005-12-06 7/19/2005		To prevent failure of the magneto impulse coupling assembly and possible engine failure		8/11/2006	DNA TO ENGINE - -MAG CONFIGURATION	Recur		Signature: NOT LYC ENG 1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP		©ATP				©ATP		Signature:
Manufacturer		Category		Model		Part #:		
Opinion Spark Plug		Oil Filters		PIN CH48109		Serial #: CH48109-1 NEW		
77-12-05 5/12/1978		TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE		8/11/2006	NEW FILTER INSTALLED	Once		1. AERO INDUSTRIES 2. 3. BIER466C 4.
©ATP		©ATP				©ATP		Signature:
Manufacturer		Category		Model		Part #:		
Continental		Transponder		GTX 330		Serial #: GTX 330 84106597		
2004-10-15 7/9/2004		Superseded by 2005-01-19			XXXXXXX	Once		1. XXXXXXXXXXXXXXXX 2. 3. 4.
©ATP		©ATP				©ATP		Signature: XXXXXXXXXXXXXXXX
2005-01-19 2/23/2005		To prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, contd.		6/22/2005 185.7	INSTALLED UPGRADED UNIT	Once		1. AERO INDUSTRIES AD 107 2. 3. BIER466C APS44686180 4.
©ATP		©ATP				©ATP		Signature: See ADLOG



Oil Analysis Status

If Multi-Engine: Left Right Front Rear

Engine Make: _____ Model: _____

Serial No.: _____

Sample Date	Report Recv'd	Analysis Date	Lab/Report No.	Lab Name	Sample Results	Next Due	Remarks
					OK <input type="checkbox"/> Resample <input type="checkbox"/>		
					OK <input type="checkbox"/> Resample <input type="checkbox"/>		
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					OK <input type="checkbox"/> Resample <input type="checkbox"/>		

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT



2005-2-1 N/M

AD NUMBER

AFM (Take-Off Charts)

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
8.11.06			AFM INSERT	SEE ATP NAV. LISTING

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Amendment 39-13945; Docket No. FAA- 2005-20048; Directorate Identifier 2005-CE-01-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on January 21, 2005.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
LC40-550FG	40004 through 40079
LC42-550FG	42002 through 42062

What Is the Unsafe Condition Presented in This AD?

(d) This AD results from flight testing that revealed that the takeoff distance values for the affected airplanes could not be duplicated. We are issuing this AD to prevent potential impact with terrain or obstruction during takeoff due to incorrect takeoff distance values.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) To address the unsafe condition, do the following: (i) Using pen and ink, make the following notation in the takeoff distance chart (Figure 5-7) in Section 5 of the FAA-approved Airplane Flight Manual (AFM): "Caution: See Service Bulletin SB-05-001 for takeoff performance correction." (ii) Insert a copy of Lancair Mandatory Service Bulletin SB-05-001, dated January 4, 2005, into Section 5 of the FAA-approved AFM.	Before further flight after January 21, 2005 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(2) Lancair will include this information into the next revision of the FAA-approved AFM. Incorporation of the revision that includes this information into Section 5 of the FAA-approved AFM is considered terminating action for paragraphs (e)(1)(i) and (e)(1)(ii) of this AD.	At any time as terminating action	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Seattle Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Mr. Jeffrey Morfitt, Program Manager, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4065; telephone: (425) 917-6405; facsimile: (425) 917-6590.

May I Get Copies of the Document Referenced in This AD?

(g) You may obtain the service information referenced in this AD from The Lancair Company 22550 Nelson Road, Bend, Oregon 97701; telephone: (541) 330-4191; e-mail: product_support@lancair.com. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the Internet at <http://dms.dot.gov>. This is docket number FAA-2005-20048.

Issued in Kansas City, Missouri, on January 10, 2005.

David R. Showers, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

AIRCRAFT REGISTRATION NO.

AIRCRAFT SERIAL NO.

TYPE AIRCRAFT



93-5-6 R
AD NUMBER

IGNITION SWITCH

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
				2000:00		

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Amendment 39-851 1.Docket 92-NM-165-AD.

Applicability: ACS and Gerdes ignition switches; as installed in, but not limited to, Piper Model PA-38-112 series airplanes, Schweizer Model G-164 series (including Model G-164A, G-164B, and G-164C) airplanes, Schweizer Model 2-37 and 2-37A series airplanes, and the following Cessna airplanes; certificated in any category:

Cessna Model	Serial Numbers
150	15074428 through 15079405
A150	A1500389 through A1500734
F150	F15001024 through F15001428
FRA150	FRA1500212 through FRA1500336
152	15279406 through 15286033
A152	A1520735 through A1521049
F152	F15201429 through F15201980
FA152	FA1520337 through FA1520425
172	17261486 through 17276673
R172	R1722000 through R1723454
172RG	172RG0001 through 172RG1191
F172	F17201045 through F17202254
FRI72	FRI7200441 through FRI7200675
177	17701890 through 17702752
177RG	177RGO342 through 177RG1366
F177RG	F177RGO093 through F177RGO177
180	18052317 through 18053203
182	18261786 through 18268615
R182	R18200001 through R18202041
A182	A182-0137 through A182-0148
F182	F18200001 through F18200169
FRI82	FRI8200001 through FRI8200070
185	18502154 through 18504448
U206	U20601980 through U20607020
207	20700222 through 20700788
210	21059893 through 21065009
P210	P21000001 through P21000874

Compliance: Required as indicated, unless accomplished previously. To prevent failure of ignition switches, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, perform an inspection of the ignition switch to detect wear and corrosion, and lubricate the switch, in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, June 14, 1991. If wear or corrosion is detected, prior to further flight, replace the switch in accordance with the service bulletin. Repeat this inspection and lubricate the ignition switch in accordance with the service bulletin, thereafter, at intervals not to exceed 2,000 flight hours.

NOTE: ACS ignition switches that do not have a "start" position (models A-510-1 and A-510-5) or were manufactured on or after February 20, 1989, and have not accumulated 2,000 flight hours, need not be lubricated. The manufacture date is stamped on the switch body. These switches are identifiable by red paint in the screw heads on the back of the switch. However, manufacturer lubricated switches that have a "start" position, but do not have a starter solenoid diode, must be inspected and modified.

(b) Within 100 flight hours after the effective date of this AD, or at the next annual inspection, whichever occurs first, inspect the ignition switch installation to determine if a diode or other surge suppressor is installed on the starter solenoid. If one is not installed, prior to further flight, install a starter solenoid diode in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991.

NOTE: For operators using the Cessna service bulletin to install the diode in the starter solenoid: The procedures for installation are contained in Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspection, lubrication, replacement, and modification shall be done in accordance with ACS Service Bulletin SB92-01, dated August 15, 1992; or Cessna Service Bulletin SEB91-5, Revision 1, dated June 14, 1991, which includes Attachment to Service Bulletin SEB91-5R1, Revision 1, dated June 14, 1991. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552 (a) and 1 CFR Part 51. Copies may be obtained from ACS Products Company, P.O. Box 152, 1585 Copper Drive, Lake Havasu City, Arizona 86403-0008; or Cessna Aircraft Company, Customer Services, P.O. Box 7704, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 29, 1993.

TCM (Bendix) Magneto

If Multi-engine: Left Right Front Rear Part No./Serial No:

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
				500.0		
			Superseded			

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Amendment 39-9649. Docket 93-ANE-07. Supersedes AD 78-09-07 R3, Amendment 39-4538.

Applicability: Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-1200, D-2000, and D-3000 series magnetos equipped with impulse couplings, installed on but not limited to reciprocating engine powered aircraft manufactured by Beech, Cessna, Mooney, and Piper.

NOTE 1: This airworthiness directive (AD) applies to each magneto identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For magnetos that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any magneto from the applicability of this AD.

NOTE 2: The FAA has received reports of some confusion as to what is meant by S-20, S-1200, D-2000, and D-3000 series magnetos as referenced in TCM Mandatory Service Bulletin (MSB) No. MSB645, dated April 4, 1994, and this airworthiness directive (AD). A typical example is S6RN-25, where the S designates single type ignition unit (a D designates a dual ignition unit), the 6 designates the number of cylinders, the R designates right hand rotation, the N is the manufacturer designation (this did not change when TCM purchased the Bendix magneto product line), and the number after the dash indicates the series (a -25 is a S-20 series magneto while a -3200 is a D-3000 series magneto, etc.).

Compliance: Required as indicated, unless accomplished previously.

To prevent magneto failure and subsequent engine failure, accomplish the following:

(a) For magnetos with riveted or snap ring impulse coupling assemblies, having less than 450 hours time in service (TIS) since new, or overhaul, or since last inspection, on the effective date of this AD, accomplish the following:

(1) Prior to the accumulation of 500 hours TIS since new, or overhaul, or since last inspection, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.

(2) Thereafter, at intervals not to exceed 500 hours TIS since the last inspection, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.

(b) For magnetos with riveted or snap ring impulse coupling assemblies, having 450 or more hours TIS since new, or overhaul, or since last

inspection, on the effective date of this AD, or an unknown TIS on the effective date of this AD, accomplish the following:

(1) Within the next 50 hours TIS after the effective date of this AD, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.

(2) Thereafter, at intervals not to exceed 500 hours TIS since the last inspection, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instruction of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following TCM service documents:

Document No.	Pages	Revision Date
MSB No. MSB645 Total Pages: 6.	1-6 Original	April 4, 1994
SB No. 639 Total Pages: 2.	1-2 Original	March 1993

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 18, 1996.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, GA, 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.