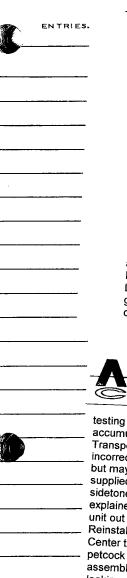
775-972-5540



Signed:

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	hydraulic filter assem hydraulic filter assem pn.1045-21, sn.20907 customer for repack. Serviced N2 & O2 sys Bottles Due Hydro: 9-0 Due Hydro: 5-01-2017 Aeroshell No.5 grease wheel assemblies. Che assemblies for conditio wheel bearings and rei Aeroshell No.5 Grease Serviced NLG & MLG t leak check of valve cord associated lines with no Inspected flight controls Lubed flaps & flight con gear 3 times from ENro	Incrart main battery, service blies for cleaning, inspecte blies. Reinstalled hydraulic 9, & aft pn.1045-21, sn.20 Inspected aircraft IAW wit tems as required, re-safet 01-2015. Oxygen Cylinders Placed aircraft on jacks. Checked tire and rim for con packed tires and resource. Inspected right & left MLL ires to proper pressure. Ni es & caps. No leaks noted pleakage noted. Checked to leakage noted. Checked to leakage and cors, co	eted pre-inspection run-up IAW run-up hels for 12 Month Condition Inspection as ed, charged and reinstalled. Removed ed and performed ultrasonic cleaning of c filter assemblies. Removed forward 19081, personnel parachutes and gave to h ships approved inspection program. ied in nose compartment as required. Fi s Due Hydro: 5-01-2017, Nitrogen Cylinde Lubed nose landing gear strut using c condition. Inspected left and right main brake moved and regreased main landing gear ht main landing gear assemblies using G actuatorsacceptable clearances. LG @ 75 psi & MLG @ 102 psi. Performe Performed visual inspection of all all associated "B" nuts for security. em, inspected FWD & AFT cockpits. nnected hydraulic mule, swung landing pits, also ran speed brakes, flaps, RAT, a prained accumulators for inspection &	ire ers
	LASSICS Ltd.	Aviation Classics, Ltd. Reno-Stead Airport 4825 Texas Avenue Reno NV 89506	775-972-5540	
	Inconnectly as being supplied b but may ind. under voltage war supplied 24 volts, this will clear sidetone. Receive OK, but will explained, removed unit and te unit out for repair to Garmin. G Reinstalled GNS430W and fund Center tank. Inspected fuel drait petcock is leaking. Drained fue assembly and cleaned, reinasta leaking. Removed L/H wing tip Retrieve fuel tank plugs from L- of aircraft tanks. Ordered new co plugs. Reinstalled both plugs in engine runup. Removed aircraft run-up. Checked operation of fla normal. No leaks noted. ELT Arr Transponder tested in accordance	age 28.7 Volts. Found Tra y 14 volts and then change ints to go to preset of 25 vo once generator comes or not transmit. Tested unit sted on bench, problem is iarmin would not repair, bu- ction checked OK. Fuel le in system. Shutoff main fu between cockpit shutoff a led and pressurized. No o drain plug, inspect detern 39 tanks at warbirds hange frain "O"rings, and replace tanks & safetied. Will co ft from jacks. Performed p ps, speed brakes, and bra heri-King AK450, sn.46101 ce with Appendix F of Part n inspected in accordance Maintenance Inspection P e operation. Type of inspe	ators. Serviced hydraulic reservoir. ansponder had been programmed ed to 28 volts. Problem cleared olts due to acft. being battery n line. #1 Com Garmin 430, has no in aircraft, found problem as believed to be in the unit. Sent ut instead upgraded unit to WAAS. eak near fuel drain in fuselage. uel line flow, determined fuel and drain. Removed drain leaks. Left side tip tank drain nined it needs a new "O" ring. er and installed to keep debris out ed O rings in L/H & R/H drain opst inspection engine ground akes. Operational checked 13, battery expires: June 2016. e with the scope and detail of the	
	CLASSICS Ltd.	Reno-Stead Airport 4825 Texas Avenue Reno NV 89506	110-912-0040	
_	Inspection. Pertinent details under Shop Order No. 79	of work accomplished on	file at Aviation Classics, Ltd., Reno,	

Aviation Classics, Ltd. Reno-Stead Airport 4825 Texas Avenue Reno NV 89506

Date: 5/14/2013; Aircraft: N39AY; Type: L-39C; S/N: 332703; Hobbs: 64.8; Total Time:

Airframe - 100HR Condition Inspection. Completed pre-inspection run-up IAW run-up checklist. Removed inspection and access panels for 12 Month Condition Inspection as

VIATION LASSICS Ltd

LICENCE NUMBER URE

7

## AIR TIME AND

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			staal Lind	775-972-5540			
		Aviation CI	assics, Ltd.				
DATE			Reno-Stead Airport 4825 Texas Avenue			OR COMPLETE	
	VIATION	4825 Lexa Reno NV					Al and
	CLASSICS Ltd	Reno NV	00000				- alterio -
BROUGHT				and a Tatal Time:			C.
FORWARD	D to 40/22/2014: Aircra	H N39AY: Type:	: L-39C; S/N: 3327	03; Hobbs: 69.2; Total Time:			
	Date: 10/22/2014, Alicia						
	2017.1	1400H-/42 Month	h Inspection IAW a	pproved aircraft inspection ray. Installed unit after flight to			
	AIRFRAME: Performed		why unit Modified	ray. Installed unit after flight to ction to 25,000 ft. Leak checked			
	nrogram, GNS430 tray	was interiening w		tion to 25 000 ft Leak checked			
	Stead for Annual, 011-0	00280-10 sn: 971	30007. IFR inspe	hinor static leak. Serviced the tional checks normal. Pilot' and			
	the main side of the nito	of and static system	ems. Repaired a n	ninor static leak. Serviced the		·······	
	the main side of the pite	ilion, nitot and sta	atic system. Opera	tional checks normal. Pilot' and ested to 25,000 ft. in accordance			
	+ sump bottles at the aux	mary phot and ot	v static systems te	ested to 25,000 ft. in accordance			
	Co-pilot's altimeters, pri	mary and stands		ansponder tested to comply with			
	with Appendix E of Part	43, as required i	OY FAR ST. TIL	ansponder tested to comply with run & system checks		-	
	with Appendix E of Part Appendix F of Part 43,	FAR 91.413. Pre	-inspection engine	100 brinspection as		-	
1.1.8	appleted Removed	inspection and a	ccess panels for 1.	2 mo / 100 hr inspection as maintenance. Removed aft			
	Completed. Renderer	off removed cano	opies and seats for	maintenance. Removed aft ked forward & aft canopies &			······ )
	required. Jacked allora	a Opened all acc	ess nanels. Chec	ked forward & aft canopies & ked acrylic glass for general			
	+ section for maintenance	e. Openeu an acc	ettechment Cher	ked acrylic glass for general ED line up stripes on FWD &			
	frames for general cond	dition, security of	attachment. One	ED line un stripes on FWD &			
	- condition. Checked for	ward & aft canop	y seals. Painteu n	ED line up stripes on FWD & and locked. Checked aircraft			· _
	AET canopy frames to	visually assure c	anopies are down	and locked. Checked aircraft osion. Checked exterior lights for			
	AFT callopy number of 0	ttachment gener	ral condition & corr	osion. Checked exterior lights for			
	T pallast for security of a	accurity Chacker	d cockpit lighting fo	osion. Checked exterior lights for or operation, condition & security.		······································	
	operation, condition &	security. Checke	d cookpit lighting	or emoking rivets & corrosion.			
	+ Checked exterior fusel	age skin for gene		vent system for any obstructions.			
	Checked fuel lines for	condition & secu	rity & checked fuel	vent system for any obstructions. ressure, serviced both			
	Checked fuel lines for Checked PSI in hydra	ulic accumulator	s at zero system p	ressure, serviced boun			
	Unecked For in Hydra	ci Cleaned N2 s	sight glass, inspec	ted hydraulic system, found and lubed wings. Inspected			
	accumulators to 745 p	ion. Ulcaneu 142 a	ed fluid Inspected	and lubed wings. Inspected il section, inspected RAT system.			
······································	hydraulic reservoir ove	er servicea, araini	area increated to	il section, inspected RAT system.			·
	Engine tail pipe and ai	irframe in engine	area, inspected ta	il section, inspected RAT system.			
·····							
	1 1	1					
	_		Aviation Classics, Ltd.	775-972-5540			
			Reno-Stead Airport				
	VIATION		4825 Texas Avenue				
		Atd	Reno NV 89506				
							1.28
		-	I I and fire acc	emblies. Removed cleaned and with Union 76 Red Multiplex #2 who			
	Removed NLC	Gand 2 ea. MLG	wheel and the ass	why Union 76 Red Multiplex #2 Why	eel		
	inspected whe	el bearing assem	hblies. Lubricated v	vith Union 76 Red Multiplex #2 who I / safetied. Inspected wheel well a I NLG & MLG strut assemblies wit	reas		
		<ul> <li>Reinstalled beau</li> </ul>	arings and secured	/ satetied. Inspected wheel won a	h		
	Dearing grease	00 br increation	checklist, Greased	NLG & MLG strut assemblies wit kid units and wiring. Performed po	11 		
	- IAW 12 mo / I	100 m mspection	hrokes and anti s	kid units and wiring. Performed po ted lubrication IAW checklist. Low	oweron		·····
	Aeroshell #6 g	grease. Inspected	Diakes and and o	ted lubrication IAW checklist. Low	ered		
<del></del>	- checks of elect	ctrical systems as	s required. Conduc	Bruch length ok Reinsta	alled		
	Ram Air Turbi	ine for inspection	and brush measu	rements. Brush length ok. Reinsta em components. Removed air filte FCS turbo-cooler assy with 1 pint	r assv		
		eled FCS panel a	and inspected syst	em components. Removed un me	of		
	cover. Depart	and cleaning as	required. Serviced	ECS turbo-cooler assy with 1 pint servicing instructions. Removed			
	for inspection	and cleaning de	ad as required be	servicing instructions. Removed	,		
	Exxon 2380 t		budraulic flitor acc	servicing instructions. Removed y's. Reinstalled when completed. of box access, & voltage regulator			
	inspected and	d cleaned 3 each	nyuraune mer use	hav access & voltage regulator	access		
	Depaneled iq	initer access pane	els, Sapprille cont	had N2 8 O2 bottles to verify			
	nonel for iner	ection IAW inspe	ection checklist. C	Checked N2 & O2 bottles to verify 2017 Connected hydraulic test	unit to		
		st dates Bottle h	nydro next due API	2017. Connected hydraulic test	nit A		·
	nydrostauc te	formed appr ewin	a through 8ea. full	cycles (4 times from forward cock ma) No leaks noted. Tested hydra	ри, <del>ч</del>		-
	aircratt. Perf	United year swin	tional checked not	mal. No leaks noted. Tested hydra			
	times from at	π cockpit). Opera		attorial checked normal. Removed	patteries		
	system, flaps	s, speedbrakes, c	prakes, iver, open	thering Socured batteries in nose	ebay.		
	and replaced	with two new Ru	335ANC Dealed D	ution Installed customer supplied	blast	<u> </u>	<u> </u>
	Inspect rear	seat plexiglass b	last shield for cond	IIIIOII. Instance Customer Supplies	AFT		
		en fwd and aft se	eats using US hard	ware and seals. Removed FWD & sublet Service Completed: 9/2	A/2014		
	snield betwe	nack narachutes	s sent in for servic	e. Sublet Service Completed: 9/2			ſ
	cockpit back	Paur parachute	PO # 0115845 F	e: Subjet Convice Comparison teinstalled parachutes in aircraft.	<b>A</b> 11		
	Description:	Parachute, Ar I,	$1 \odot \pi$ . 01 100 40. 1	air only during pre-inspection runs	S		
	conditioning	and air shower s	system blowing not	air only during pre-inspection runs in engine compartment and foun	d valve in		i
	Inspected co	ockpit turbine de-	ice/heat slide valve	s in engine comparation and /			\
		•					'
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			CARRIED F	DRWARD			

## ENGINEERING RECORD

EN T		CTION, REPAIRS & R		SIGNATURE	NUMBE
		Aviation Classics, Ltd. Reno-Stead Airport 4825 Texas Avenue Reno NV 89506	775-972-5540		
				,	
	_ place, but electric motor mis serviceable replacement mo	sing. Found damaged 2	200 Ohm sensor in system. Installed and troubleshot system. Checked A/C		
	_ winnig and all o resistive tem	iperature propes for confi	nuity and proper resistance. Equad an		
	open circuit condition at prot	De cannon plud Renaired	damaged wiring of conservation and		
	_ checked for continuity. Sect	ured all cannon plugs and	d probes. Sent 200 Ohm probe for ed just below cockpit turbine de-	•••••••••••••••	
	_ ice/near side valve in engine	e compartment Sublet S	envice Completed: 0/20/2014		
	Description: Sensor, Lemp P	O# 0116085 Remove	a aircraft from ionko Ohendurut		
	prior to installation of panels	Viced as required. Verifie Reinstalled seats cano	ed ALL work C/W and FOD inspection pys, aft section. Install ALL access		
		100 nr inspection Inspec	ct and clean on required mission to solution		
	motaliation, riep all clait for	POSI INSDECTION around r	uns Checked bydroulie fluid lavel	······	
	- Dapping on level, fuel, endin	le oil levels and hitrogen	quantity. Ran aircraft and cycled air itioning system pushing only hot air		
	· and an-shower system now (	operative Checked for w	iring throughout roor cost A/C		
	controls, found wire to be mis	ssing from A/C control un	hit to A/C switch hin D to him D ant	<u></u>	
	rost mainten	ance runs completed no.	ystem. Ops checks all good on both discrepancies noted. Aircraft has		
	been inspected in accordance	e with the scope and det:	ail of the ESDO-approved Aere		
	Abaliuss Maintenance Inspe	Cilon Prearam dated July	(11, 2002) and family 1		
	details of work appropriated	Type of inspection: 12 Mo	onth Condition Inspection. Pertinent		
			on Shop Order # 18674.		
	Signed:				
	-				
	AVIATION CLAS	SICS I TD	AVIATION CLASSICS, LTI	D:	
	AVIATION CLAS		FAA REPAIR STATION	D	
	AVIATION CLAS FAA REPAIR S NA3R70	TATION	FAA REPAIR STATION NA3R703L		
	FAA REPAIR S	STATION 3L	FAA REPAIR STATION		
- - -	FAA REPAIR S NA3R70 ALTIMETER CAL	STATION 3L LIBRATION	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO	N	
- - -	FAA REPAIR S NA3R70 ALTIMETER CAL	STATION 3L	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO Test Ind. Test Ind. Test Point Error Point Error Point	N	······································
- - - -	FAA REPAIR S NA3R70 ALTIMETER CAL	STATION 3L LIBRATION d. Test Ind. Foint Error	FAA REPAIR STATION NA3R703L         NA3R703L         ALTIMETER CALIBRATIO         Test Ind. Test Point Error Point Error Point         0       7       8000       715       30000	N	
 - 	FAA REPAIR S NA3R70 ALTIMETER CAL Test Ind. Test In Point Error Point E 0 + S 8000 +	STATION 3L IBRATION d. Test ind. ror Polat Error 30000	FAA REPAIR STATION NA3R703L         NA3R703L         ALTIMETER CALIBRATIO         Test       Ind.       Test       Ind.       Test         Point       Error       Point       Error       Point       Test         0       15       8000       115       30000         500       10000       0       35000	N	
 -  	FAA REPAIR S NA3R70 ALTIMETER CAL Test Ind. Test In Point Error Point E 0 + 5 8000 + 500 + 5 10000	STATION 3L LIBRATION d. Test Ind. Point Error 30000 Ø 35000	FAA REPAIR STATION NA3R703L           ALTIMETER CALIBRATIO           Test         Ind.         Test         Ind.         Test           Point         Error         Point         Error         Point           0         15         8000         +15         30000           500         +5         10000         Ø         35000           1000         12000         Ø         40000	N	
	FAA REPAIR S NA3R70           ALTIMETER CAL           Test         Inc.           Point         Error           0         +           500         +           10000         +           1000         +	STATION       3L       IBRATION       Id.     Test       Polat     Error       30000       Ø     35000       Ø     40000	FAA REPAIR STATION NA3R703L           ALTIMETER CALIBRATIO           Test         Ind.         Test         Ind.         Test           Point         Error         Point         Error         Point         Test           0         1000         1000         35000         35000           1000         110         12000         40000           1500         1         14000         15         45000	N	
	FAA REPAIR S NA3R70           ALTIMETER CAL           Test         Ind.           Point         Error           0         + S           500         + S           1000         + S           1000         + S           1500         + ()	STATION         3L         JBRATION         M.       Test         mor       Polat         S0000         Ø       35000         Ø       40000         Ø       45000	FAA REPAIR STATION NA3R703L           NA3R703L           ALTIMETER CALIBRATIO           Test         Ind.         Test         Ind.         Test           Point         Error         Point         Error         Point         Test           0         15         8000         +15         30000           500         +5         10000         Ø         35000           1000         +10         12000         Ø         40000           1500         +15         14000         +5         45000           2000         +10         15000         +20         50000	N	
	FAA REPAIR S NA3R70           ALTIMETER CAL           Test         Ind.           Point         Error           0         + S           500         + S           1000         + S	STATION           3L           JBRATION           M.         Test           Polat         Error           30000         35000           Ø         40000           Ø         45000           Ø         50000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $\uparrow$ 5         8000 $\uparrow$ 15         30000           500 $\uparrow$ 5         10000         Ø         35000           1000 $\uparrow$ 1         12000         Ø         40000           1500 $\uparrow$ 1         14000 $\uparrow$ 5         45000           2000 $\downarrow$ 1         0         1500 $\uparrow$ 20         50000	N	
	FAA REPAIR S NA3R70           NA3R70           ALTIMETER CAL           Test         Ind. Point         Test         In Point         E           0 $+ S$ 8000 $+$ 500 $+ S$ 10000           1000 $+ S$ 12000         1000 $+ S$ 12000           1500 $+ S$ 12000 $- S$ 15000 $- S$ 2000 $- S$ 15000 $- S$ 15000 $- S$ 2500 $- S$ 16000 $- S$ $- S$ $- S$	STATION           3L           JBRATION           M.         Test           Polist         Error           30000         35000           Ø         45000           Ø         50000           Ø         55000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $\uparrow$ 5         8000 $+15$ 30000           500 $\uparrow$ 5         10000         Ø         35000           1000 $\uparrow$ 1         12000         Ø         45000           1500 $+15$ 14000 $+5$ 45000           2000 $+10$ 15000 $+20$ 50000           2500 $+10$ 16000 $+2.5$ 55000           3000 $+15$ 18000 $+2.0$ 60000	N	
	FAA REPAIR S           NA3R70           ALTIMETER CAL           Test         Ind.         Test         In           Point         Error         Point         E           0 $+ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	STATION         3L         JBRATION         Md.       Test         Polat       Error         30000         Ø       35000         Ø       40000         Ø       45000         Ø       55000         Ø       55000         Ø       60000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $+5$ 8000 $+15$ 30000           500 $+5$ 10000         Ø         35000           1000 $+15$ 30000         1000 $40000$ 1500 $+15$ 14000 $+5$ 45000           2000 $+10$ 15000 $+20$ 55000           3000 $+15$ 18000 $+20$ 50000           4000 $+15$ 18000 $+20$ 70000	N	
- - - - - - - - - - - -	FAA REPAIR S NA3R70           NA3R70           ALTIMETER CAL           Test         Ind.         Test         In           Point         Error         Point         E           0 $+ S$ 8000 $+$ 500 $+ S$ 10000         10000           1000 $+ S$ 12000         1500           1500 $+ IO$ 14000         2000           2500         Ø         16000         3000 $+ IO$ 18000           4000 $+ IO$ 2000 $+ IO$ 18000	STATION         3L         JBRATION         Md.       Test         Polat       Error         30000         Ø       35000         Ø       40000         Ø       45000         Ø       55000         Ø       55000         Ø       60000         Ø       70000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           Test         Ind.         Test         Ind.         Test         Point         Error         Error <t< td=""><td>N</td><td></td></t<>	N	
- - - - - - - - - - - - - - -	FAA REPAIR S NA3R70           NA3R70           ALTIMETER CAL           Test Point         Ind. Error Point         Test Point         In Point         I	STATION         3L         JBRATION         M.       Test         mor       Polat         Error         30000         Ø       35000         Ø       40000         Ø       45000         Ø       55000         Ø       50000         Ø       50000         Ø       50000         Ø       50000         Ø       80000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $\uparrow$ 5         8000 $\uparrow$ 15         30000           500 $\uparrow$ 5         10000         Ø         35000           1000 $\uparrow$ 10         12000         Ø         40000           1500 $\uparrow$ 1         14000 $\uparrow$ 5         45000           2000 $\downarrow$ 10         15000 $\uparrow$ 20         50000           2500 $+$ 10         16000 $\uparrow$ 2.0         55000           3000 $+$ 1.5         18000 $+$ 2.0         50000           4090 $+$ 1.5         2000         Ø         80000           6000 $+$ 2.0         22000         Ø         80000	N	
-	FAA REPAIR S NA3R70           ALTIMETER CAL           Test         Ind.           Point         Error           0 $+ S$ 8000 $+$ 0 $+ S$ 0 $+ S$ 0 $+ S$ 1000 $+ S$ 2000 $+ S$ 2000 $+ S$ 1500 $+ IO$ 14000         2000           2500 $\emptyset$ 16000         3000           4000 $+ IO$ 2000 $+ 20$ 2000 $+ 20$	STATION         3L         JBRATION         M.       Test         Polist       Error         30000       35000         Ø       45000         Ø       55000         Ø       55000         Ø       55000         Ø       55000         Ø       60000         Ø       80000         Ø       80000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $\uparrow$ 5         8000 $\uparrow$ 15         30000           500 $\uparrow$ 5         10000         Ø         35000           1000 $\uparrow$ 10         12000         Ø         40000           1500 $\uparrow$ 1         14000 $\uparrow$ 5         45000           2000 $\downarrow$ 10         15000 $\uparrow$ 20         50000           2500 $+$ 10         16000 $\uparrow$ 2.0         55000           3000 $+$ 1.5         18000 $+$ 2.0         50000           4090 $+$ 1.5         2000         Ø         80000           6000 $+$ 2.0         22000         Ø         80000	N	
	FAA REPAIR S NA3R70           NA3R70           ALTIMETER CAL           Test Point         Ind. Error Point         Test Point         In Point         I	STATION         3L         JBRATION         M.       Test         Polist       Error         30000       35000         Ø       45000         Ø       55000         Ø       55000         Ø       55000         Ø       55000         Ø       60000         Ø       80000         Ø       80000	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO           Test Ind. Test Point Error Point Error Point           0 $\uparrow$ 5         8000 $\uparrow$ 15         30000           500 $\uparrow$ 5         10000 $0$ 35000           1000 $\uparrow$ 10         12000 $0$ 40000           1500 $\uparrow$ 10         12000 $0$ 45000           2000 $\uparrow$ 10         15000 $\uparrow$ 20         50000           2500 $+$ 10         16000 $†$ 2.0         55000           3000 $+$ 15         18000 $+$ 2.0         50000           4090 $+$ 16         2000 $0$ 80000           6000 $+$ 2.0         22000 $0$ 80000           6000 $+$ 2.0         25000 $0$ 80000           6000 $+$ 2.0         25000 $0$ 80000	N	
	FAA REPAIRS NA3R70           ALTIMETER CAL           Test         Ind.           Point         Error           0 $+ S$ 8000 $+$ 0 $+ S$ 0 $+ S$ 0 $+ S$ 1000 $+ S$ 2000 $+ S$ 1000 $+ (O - 2000)$ 1000 $+ 2O - 2000$ 6000 $+ 2O - 25000$ DATE $19 + 5 + 14$	STATION         3L         JBRATION         Main       Test ind. Form         Yolat       Error         Yolat       Strong         Yolat       Yolat         Yolat       Strong         Yolat       Yolat         Yolat       Yolat         Yolat       Yolat <td>FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO Test Ind. Test Ind. Test Point Error Point Error Polat 0 <math>\uparrow</math> 8000 <math>+15</math> 30000 500 <math>\uparrow</math> 5 10000 Ø 35000 1000 <math>+10</math> 12000 Ø 40000 1500 <math>+10</math> 12000 Ø 40000 1500 <math>+10</math> 15000 <math>+20</math> 50000 2000 <math>+10</math> 15000 <math>+20</math> 50000 2000 <math>+10</math> 16000 <math>+25</math> 55000 3000 <math>+15</math> 18000 <math>+20</math> 50000 4090 <math>+15</math> 20000 <math>+20</math> 70000 5000 <math>+20</math> 22000 Ø 80000 6000 <math>+20</math> 25000 Ø DATE 18 JUL 14 SIGNED</td> <td>N</td> <td></td>	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO Test Ind. Test Ind. Test Point Error Point Error Polat 0 $\uparrow$ 8000 $+15$ 30000 500 $\uparrow$ 5 10000 Ø 35000 1000 $+10$ 12000 Ø 40000 1500 $+10$ 12000 Ø 40000 1500 $+10$ 15000 $+20$ 50000 2000 $+10$ 15000 $+20$ 50000 2000 $+10$ 16000 $+25$ 55000 3000 $+15$ 18000 $+20$ 50000 4090 $+15$ 20000 $+20$ 70000 5000 $+20$ 22000 Ø 80000 6000 $+20$ 25000 Ø DATE 18 JUL 14 SIGNED	N	
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	FAA REPAIRS NA3R70           ALTIMETER CAL           Test         Ind.           Point         Error           0 $+ S$ 8000 $+$ 0 $+ S$ 0 $+ S$ 0 $+ S$ 1000 $+ S$ 2000 $+ S$ 1000 $+ (O - 2000)$ 1000 $+ 2O - 2000$ 6000 $+ 2O - 25000$ DATE $19 + 5 + 14$	STATION         3L         JBRATION         Main       Test ind. Form         Yolat       Error         Yolat       Strong         Yolat       Yolat         Yolat       Strong         Yolat       Yolat         Yolat       Yolat         Yolat       Yolat <td>FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO Test Ind. Test Ind. Test Point Error Point Error Polat 0 <math>\uparrow</math> 8000 <math>+15</math> 30000 500 <math>\uparrow</math> 5 10000 Ø 35000 1000 <math>+10</math> 12000 Ø 40000 1500 <math>+10</math> 12000 Ø 40000 1500 <math>+10</math> 15000 <math>+20</math> 50000 2000 <math>+10</math> 15000 <math>+20</math> 50000 2000 <math>+10</math> 16000 <math>+25</math> 55000 3000 <math>+15</math> 18000 <math>+20</math> 50000 4090 <math>+15</math> 20000 <math>+20</math> 70000 5000 <math>+20</math> 22000 Ø 80000 6000 <math>+20</math> 25000 Ø DATE 18 JUL 14 SIGNED</td> <td>N</td> <td></td>	FAA REPAIR STATION NA3R703L ALTIMETER CALIBRATIO Test Ind. Test Ind. Test Point Error Point Error Polat 0 $\uparrow$ 8000 $+15$ 30000 500 $\uparrow$ 5 10000 Ø 35000 1000 $+10$ 12000 Ø 40000 1500 $+10$ 12000 Ø 40000 1500 $+10$ 15000 $+20$ 50000 2000 $+10$ 15000 $+20$ 50000 2000 $+10$ 16000 $+25$ 55000 3000 $+15$ 18000 $+20$ 50000 4090 $+15$ 20000 $+20$ 70000 5000 $+20$ 22000 Ø 80000 6000 $+20$ 25000 Ø DATE 18 JUL 14 SIGNED	N	
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## AIR TIME AND

DATE		DAILY TOTAL AIR TIME SINCE MFG.		SINCE	ENGINEERING RECORD		
	HRS.	MIN.	HRS.	MIN.	NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE	-	
BROUGHT FORWARD					FAA CRS NA3R703L PH: (775) 972-5540 Reno-Stead Airport 4825 Texas Avenue Reno NV 89506		
		allow .040 Selec p/n:3 s/n:N p/n:5 landii	v unit to be panel for t ctor panel 05154-00, 119147, sta 575 in nos ng light loc nop Order	hin GNS4: removed he intercol p/n:11942 s/n:876 al atic system e baggage ation. Peri	:: N39AY; Type: L-39C; S/N: 332703; Hobbs: 95.9 30 and reinstalled after WAAS Upgrade. Modified GNS 430 rack to and installed easier. Removed existing panel and manufactured a m and comm radio. Installed a PS Engineering PMA 4000 Audio , s/n:D02948. Removed existing Sandia Aerospace encoder nd installed new Trans-Cal Industries SSD 120-30NE encoder, n checked to 1000' agl. Installed a Pico Battery Isolator Switch e area. Installed a p/n:4579 landing light bulb in left hand wing tinent details of work accomplished on file.at Aviation Classics Ltd		
	+ +	-	VIATK		Aviation Classics, Ltd. 775-972-5540 Reno-Stead Airport 4825 Texas Avenue Reno NV 89506		
	+						
		ba al H W SI A ru an R C C	Schutes recently repacked. No action taken. Charged aircraft         raft on jacks. Inspected FWD & AFT cockpits & canopies. Inspected         nose area inside and outside. Inspected N2 & O2 bottles. Drained         temoved and cleaned hydraulic filters (2main and primary), replaced         rviced hydraulic sytem with 11 Qts Royco 756. Hooked up Hydraulic         er flaps and open LND gear doors, lower RAT (removed) and open         neection. Inspected R/H & L/H wings & flight controls. Inspected inside         ngine and tailpipe, and AFT section flight controls, lubed elevators,         poeted landing gear. Lubed all landing gear & doors, flaps, ailerons         systems 5 cycles. Lubed airframe and gear IAW inspection program.         control. Removed volume control and checked and fixed wires behind         o Customer. Redo smoke system. Remove tip tank/bleed air smoke         reviously installed smoke oil plumbing in right wheel well fuel system.         nk assembly modification, with latching relay to assure smoke on/off         ate for solenoid and pump. Remove panels for access. Clean used				
		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	Later of solenoid and panp. Name of the part of the part of solenoid and panp. Name of the part of the panels to gain access to smoke circuit wiring. Install     mebly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching     heck normal, re-install panels in forward cockpit. Mfg brackets and		
		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	tallation. Go to summit for hose and fittings. Removed fuel valve and ng. Removed panels to gain access to smoke circuit wiring. Install embly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching		
		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	tallation. Go to summit for hose and fittings. Removed fuel valve and ng. Removed panels to gain access to smoke circuit wiring. Install embly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching		
		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	tallation. Go to summit for hose and fittings. Removed fuel valve and ng. Removed panels to gain access to smoke circuit wiring. Install embly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching		
		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	tallation. Go to summit for hose and fittings. Removed fuel valve and ng. Removed panels to gain access to smoke circuit wiring. Install embly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching		
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		O Si re Ia	n commar moke oil ta estored tip atching 28 viring in se	ank for inst tank routir / relay ass ries_ Rout	tallation. Go to summit for hose and fittings. Removed fuel valve and ng. Removed panels to gain access to smoke circuit wiring. Install embly under avionics circuit breaker panel, using existing trigger ed and mfg. hose to valve and solenoid plate. Finish install of latching		

## ENGINEERING RECORD

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	SPECTION, REPAIRS & REPLACEMENT LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.	SIGNATURE	LICENCE
VIATION CLASSICS LEA	Aviation Classics, Ltd. 775-972-5540 Reno-Stead Airport 4825 Texas Avenue Reno NV 89506		
mounted tank. Mfg. hose from the smoke system supply hos Finished hose installation. Te (customer supplied 3 tires and Seperated wheel halves, clean Mobile SHC100 grease. Inspec- customer supplied new Michel Installed new valve stem in wh Deflated and removed right wh inspected and bearings. Greas brakes, no problems noted. Re 24x7.25-12 Tire sn. 4143S003 assembly and serviced to 95 p Seperated wheel halves, clean Mobile SHC100 grease. Inspec- customer supplied new Mitas 4 new valve stem in wheel assem wheel o-rings. Reinstalled wh Removed nose wheel, cleane bearings, reinstalled nosetire at bleed down check good holding checked N2 system. Complete hydraulic mule. Lowered aircraf system. Measured all sensors.	Add25 Texas Avenue Reno NV 89506 a tank to pump. Assisted with the rerouting and securing of e. Rechecked work and assisted with test run of system. Isted system during run up. OPS check good. Change tires oring kits). Deflated and removed left wheel assembly. hed and inspected and bearings. Greased bearings using cted brakes, no problems noted. Reassebled wheel installing in Air 24x7.25-12 Tire sn.4248S00432 and new o-ring. heel assembly. Seperated wheel halves, cleaned and heed bearings using Mobile SHC100 grease. Inspected assebled wheel installing customer supplied new Michelin Air 10 and new o-ring. Installed new valve stem in wheel si nitrogen. Deflated and removed nose wheel assembly. ed and inspected and bearings. Greased bearings using cted brakes, no problems noted. Reassebled wheel installing 30x150 Model 7 Tire sn.41406038 and new o-ring. Installed hely and serviced to 44 psi nitrogen. Installed new 260XB eels on aircraft, & safetied, set main tire pressure to 105PSI. 14 kinspected bearings, axie, all hardware, repacked d wheel and safetied. Set nosetire pressure at 70PSI. O2 80atm over night, fill O2 system up to 1115 atm. Pressure d hydraulic checks using hydraulic mule. Disconnected from jacks. Inspect a/c system. Inspected air conditioning Found 200 ohm sensor bad aft of air cycle machine/reheat Aviation Classics, Ltd. Reno-NV 89506 sensor and inspected air supply valve and motor assembly. OPS checks Removed fire bottle and routed to ABC fire for hydro and recharge. the from ABC fire and returned it to the shop. Charged bottle with Nitrogen le pressure/temp charts. Reinstalled and safetied fire bottle. Sublet d 11/13/2015 Description: Fire Bottle PO #: 0116861. 461013_, removed from aircraft and was inspected in the avionics shop in AR 91.207(D) and was determined to be in airworthy condition. Replaced D-Cell. Armed and reinstalled ELT in aircraft. ELT battery expires:March this aircraft has been inspected in accomargance with the scoree and dotail		
Condition Inspect	oved Aero Albatross Maintenance Inspection Program dated July 11, o be in a condition for safe operation. Type of inspection: 12 Month on. Partineat details of work accomplished on file at Aviation Classics, Shab Over Mo 19558		
Signed:			
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