

AIRFRAME MAINTENANCE RECORDS

Log No. A

Aircraft Registration No. N61BP

Aircraft Mfg. Columbia ~~Aircraft Mfg.~~ Model LC-41-650FG Serial No. 41800

Engine Mfg. Teledyne ~~Continental~~ Model TS10 550C11 Serial No. 802858

Engine Mfg. _____ Model _____ Serial No. _____

Propeller Mfg. Hartzell Model HC-H34F-1RF F7693DF Serial No. LX4110B

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. K57651

K57549

K57650

Propeller Mfg. _____ Model _____ Serial No. _____


Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____

(All applicable information must be filled in)






AEROTECH PUBLICATIONS INC.

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
11/15/07	9.3	9.3	 COLUMBIA This aircraft was manufactured under FAA Production Certificate 719NM to Type Certificate Data Sheet A00003SE Revision 20. The following items were incorporated at the time of manufacture: Teledyne Continental TSIO-550C(11) Engine serial number 802858 Oregon Aero Seats STC SA01597SE Production flight testing has been completed pursuant to Document QC900004 Revision C. A check of Airworthiness Directives complied with using Bi-Weekly 2007- 23 [REDACTED] Standard Airworthiness Certificate is applied for [REDACTED] Columbia Aircraft Mfg.
11/15/2007	93	93	A/C Model <u>LC41-550FG</u> Registration # <u>N 61BP</u> Serial Number <u>41800</u> I FIND THAT THE ABOVE AIRCRAFT MEETS THE REQUIREMENTS FOR THE CERTIFICATE REQUESTED AND HAVE ISSUED A STANDARD AIRWORTHINESS CERTIFICATE, (FAA FORM 8100-2), DATED <u>11/15/2007</u> THE NEXT INSPECTION IS DUE <u>11-2008</u> [REDACTED] Rich Arterburn ODARF636210NM


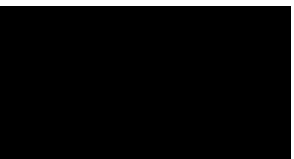



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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>MAKE: Lancair MODEL: LC41 550FG S/N: 41800 REG. NO: 61BP WORK ORDER: 7794</p> <p></p> <p>DATE: 4/28/2008 A/C TSN: 45.3 TACH:</p> <p>Airframe Entries (1) REPLACED CENTER CONSOLE ARM REST ASSEMBLY WITH NEW</p> <p>The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is Approved for return to service. Details of the repair are on file at this repair station under work order listed below.</p> <p>DATE: 4/28/2008</p> <p>Work Order: 7794 Printed by EBis 3 (datcomedia.com)</p>
6/6/08	55.4		<p>SB-08-002 completed with CLYDE A. HERSHAN</p>
			<p>MAKE: Lancair MODEL: LC41 550FG S/N: 41800 REG. NO: 61BP WORK ORDER: 7904</p> <p></p> <p>DATE: 6/25/2008 A/C TSN: 58.5 HOBBS: 58.5</p> <p>Airframe Entries (1) REMOVED AND REPLACED LEFT MAIN TIRE WITH NEW</p> <p>The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is Approved for return to service. Details of the repair are on file at this repair station under work order listed below.</p> <p>DATE: 6/25/2008</p> <p>Work Order: 7904 Printed by EBis 3 (datcomedia.com)</p>
			<p>MAKE: Lancair MODEL: LC41 550FG S/N: 41800 REG. NO: 61BP WORK ORDER: 8366</p> <p></p> <p>DATE: 4/30/2009 A/C TSN: 138.3 HOBBS: 138.3</p> <p>Airframe Entries (1) FOUND GEAR LEG BUSHING MIGRATED. REMOVED GEAR LEGS, REPLACED BUSHINGS WITH NEW. RE INSTALLED GEAR LEGS... (2) COMPLIED WITH SB 09-27-01 BY REMOVING RUDDER AND INSPECTING I/AW SB INSTRUCTIONS. NO DEFECTS NOTED. NEXT DUE AT 188.3... (3) REMOVED AND REPLACED LEFT CABIN DOOR RAIN SEAL WITH NEW... (5) INSTALLED NEW BACK UP FUEL PUMP LIGHT. OPS CHECK GOOD.</p> <p>The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is Approved for return to service. Details of the repair are on file at this repair station under work order listed below.</p> <p>DATE: 4/30/2009</p> <p>Work Order: 8366 Printed by EBis 3 (datcomedia.com)</p>

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
	MAKE: Lancair MODEL: LC41 550FG S/N: 41800 REG. NO: 61BP WORK ORDER: 8510	 	DATE: 7/10/2009 A/C TSN: 157.5 HOBBS: 157.5
	Airframe Entries (2) RAN UP ENGINE AND FOUND MAX STATIC RPM FUEL FLOW TO BE 40.5 GPH.... (3) COMPLIED WITH AD 2009-09-09 BY VISUAL INSPECTION OF RUDDER HINGES. NEXT DUE AT 182.5 OR 10/09.... (4) REMOVED AHRS GRS77 P/N: 011-00868-10, S/N: 42007177 AND INSTALLED OVER HAULED GRS77 P/N: 011-00868-10, S/N: 42006142. RE LOADED SOFTWARE AND SYSTEM OPTIONS.... (5) NO PROBLEM FOUND WITH LEFT FLAP AT THIS TIME.... (6) SERVICED A/C SYSTEM. OPS CHECK GOOD.... (7) NO PROBLEM FOUND WITH BACK UP FUEL PUMP LIGHT AT THIS TIME		
	The Aircraft, Airframe, Aircraft Engine, Propeller or Appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and if the repair are on file at this repair station under work order listed below.		
	DATE: 7/10/2009		Work Order: 8510 Printed by EBis 3 (datcomedia.com)
	MAKE: Lancair MODEL: LC41 550FG S/N: 41800 REG. NO: 61BP WORK ORDER: 8544	 	DATE: 7/23/2009 A/C TSN: 130 HOBBS: 130
	Airframe Entries (1) REMOVED AND REPLACED AIR CONDITIONING EXPANSION VALVE WITH NEW, CHARGED A/C SYSTEM I/A/W MM INSTRUCTIONS.		

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			TOTAL brought forward from previous page
			 <p>N61BP Hobbs 235.5 02.14.2011</p> <p>I have complied with AD 2011-03-04 by verifieng SB 09-27-01 R2 Dated 23 November, 2009 has previously been complied with IAW AD 2011-03-04 Para 4(g). SB11-81-01 Engine Turbocharger Housing Inspection NA by engine time.</p> <div style="background-color: black; width: 100%; height: 50px;"></div>
			<div style="background-color: black; width: 100%; height: 50px;"></div> <div style="float: right; text-align: right;"> DATE - 10 OCT 2011 MAKE - COLUMBIA M/N - 400 S/N - 41800 REG. # N61BP HOBBS: 234.8. </div> <div style="clear: both;"></div> <p>ENTER IN: AIRFRAME/ENGINE RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED IN ACCORDANCE WITH AERO INDUSTRIES, INC. FORM 005 C/O DETECTOR INOPERATIVE: REPLACED C/O DETECTOR WITH NEW UNIT. REMOVED P/N 452-201-010 S/N 71740 AND INSTALLED P/N 452-201-010 S/N 91889. OPERATIONAL CHECK GOOD AT THIS TIME. RELOADED GCU CONFIGURATION IN ACCORDANCE WITH GARMIN G1000 M/M. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND/OR REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THIS AIRCRAFT IS RETURNED TO SERVICE. DETAILS OF THIS WORK ORDER ARE ON FILE IN THIS REPAIR FACILITY UNDER WORK ORDER No. 55301.</p> <p>SIGNATURE <div style="background-color: black; width: 100%; height: 20px;"></div></p>

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
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Cessna 400

s/n: 41800

N61BP

3-2-12 Hobbs:247.3hrs. AFTT:247.3hrs. Completed an Annual inspection in accordance with Chap.05-20-00 Cessna 400 inspection checklist and AS&T Instructions for Continued Airworthiness this date. Opened access provisions and inspection panels. Completed general servicing as required and lubricated airframe components per lubrication schedule. Inspected and cleaned fuel system screens and filters. Accessed left wing inboard fuel bay panel. Cleaned and resealed FQIS contact studs. Cleaned and resealed fuel bay panel. Fuel tank filled, fuel system and components checked for proper operation. No leaks noted. Complied with SB10-32-01 Nose Strut Fastener Hole Inspection, no defects noted. Complied with SB11-32-01 Main Gear Axle Block Inspection, new attach bolts installed. Complied with SNL10-11R01 TCM Ignition System Inspection, no defects noted. Complied with SNL11-12 Oregon Aero Seat Cushion Replacement (see 8130-3 dated 3-21-12), pilot/copilot seats only. Oxygen system bottles and regulator assembly removed and sent to Precise Flight for 5yr inspection check (see 8130-3 dated 2-23-12). Bottles and regulator reinstalled using new conical seals. System serviced and function check normal, no leaks noted. Charged and installed new battery left position. Bonded TKS line supports in aft fuselage. AD's checked thru FAA Bi-Weekly 2012-04 as follows: Complied with AD2007-07-06R1 Linear Bearing Inspection per SB07-002E, no defects noted. ELT inspected in accordance with FAR 91-207(d) with satisfactory results, battery expiration, 10-2012. Installed new condenser bay cover seal. Repaired pinhole in pilot pneumatic door seal per customer request. Closed inspection panels and access provisions. I certify this Airframe has been inspected in accordance with an Annual inspection and determined to be in Airworthy condition at this time

DATE -- 3 APRIL 2013
 MAKE -- COLUMBIA
 M/N -- 400
 S/N -- 41800
 REG. # N61BP
 HOBBS: 273.2

ENTER IN : AIRFRAME/ENGINE RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED IN ACCORDANCE WITH AERO INDUSTRIES, INC. FORM 005. POSSIBLE CRACK ON RH DOOR SILL: REMOVED PAINT FROM RH DOOR SILL TO INSPECT. AREA IS NOT CRACKED. PRIMED AND PAINTED RH DOOR SILL TO MATCH EXISTING PAINT PER CHAPTER 51. REPLACED LEADING EDGE TAPE ON LH AND RH WINGS IN ACCORDANCE WITH CESSNA 400 AMM, CHAPTER 51. INSTALLED NEW DOOR SILL PROTECTOR WITH NEW P/N FAK-CF21010J IN ACCORDANCE WITH PRODUCT INSTRUCTIONS. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND/OR REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THIS AIRCRAFT IS RETURNED TO SERVICE. DETAILS OF THIS WORK ORDER ARE ON FILE IN THIS REPAIR FACILITY UNDER WORK ORDER No. 57020.

SIGNATURE _____

DATE -- 4 APRIL 2013
 MAKE -- COLUMBIA
 M/N -- LC41-550FG
 S/N -- 41800
 REG. # N61BP
 TIME --- 273.2

ENTER IN : AIRFRAME RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA COLUMBIA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. COMPLIED WITH ELT ANNUAL INSPECTION PER FAR PART 91.207(d) AND ELT INSPECTION CHECKLIST. ELT BATTERY REPLACED WITH NEW P/N 455-0012 S/N 03012020 KIT, NEXT CHANGE DATE IS MARCH 2020. RE-PAINTED ENGINE TOP COWLING IN ACCORDANCE WITH CESSNA 400 AMM CHAPTER 51. REPLACED WING-WALK STRIPS WITH NEW REPLACEMENTS. TOP CHARGED, CAPACITY TESTED AND INSPECTED MAIN AIRCRAFT BATTERIES P/N RG24-10 BATTERIES. S/N's 40468562 & 40461771, BOTH BATTERIES PASSED AND WERE TOP CHARGED FOR RETURN TO SERVICE. COMPLIED WITH INSPECTION ON HANDHELD FIRE EXTINGUISHER PER NFPA-10 AND COMPLETED WEIGHT CHECK. NO DEFECTS NOTED. COMPLIED WITH 24-MONTH COMPASS SWING AND INSTALLED NEW COMPASS CORRECTION CARD P/N C23-807. COMPLIED WITH LH ALTERNATOR BELT INSPECTION. NO DEFECTS NOTED. COMPLIED WITH EXHAUST SYSTEM INSPECTION, TURBOCHARGERS AND TAILPIPE INSPECTION. NO DEFECTS NOTED. COMPLIED WITH RESISTANCE CHECKS ON ALL STATIC WICKS WITH MEGGER TEST BOX AND REPLACED FOUR BAD WICKS WITH NEW P/N SD6-0001 AT LH & RH WING AND LH & RH HORIZONTAL STABS. COMPLIED WITH AILERON LINEAR BEARING INSPECTION FOR DEBRIS. NO DEFECTS NOTED. COMPLIED WITH ELEVATOR TORQUE TUBE (STEEL) ANNUAL INSPECTION. NO DEFECTS NOTED. COMPLIED WITH EXHAUST SYSTEM PRESSURE TEST. NO DEFECTS NOTED. COMPLIED WITH WHEEL BEARING INSPECTIONS AND REPACK. NO DEFECTS NOTED. COMPLIED WITH ANNUAL NOSE STRUT SERVICING. COMPLIED WITH BIENNIAL INSPECTIONS ON AILERON CONTROL RODS AND AILERON TRIM TAB FRICTION DEVICE. NO DEFECTS NOTED AT THIS TIME. COMPLIED WITH GARMIN AUTOPILOT SYSTEM INSPECTION OF GSM 85 SERVO MOUNT PER G1000 M/M 190-00577-03 AND CHAPTER 22-01-00. NO DEFECTS NOTED AND CLUTCH SETTINGS CHECKED GOOD FOR ROLL AND PITCH. COMPLIED WITH 12 MONTH INSPECTION OF GARMIN GFC 700 AUTOPILOT SYSTEM GSA 81 SERVOS AND GTA 82 TRIM ADAPTER PER G1000 M/M. NO DEFECTS NOTED. COMPLIED WITH GARMIN G1000 SYSTEM RETURN TO SERVICE CHECKS AFTER ALL AUTOPILOT SYSTEM MAINTENANCE. NO DEFECTS NOTED. COMPLIED WITH OREGON AERO ICA ON SEATS PER DOCUMENT # EM-01-01 REV D DATED 4/7/2011. NO DEFECTS NOTED. COMPLIED WITH SEAMECH ICA ON AIR CONDITIONING SYSTEM PER SEAMECH ASI-772136A REV G. NO DEFECTS NOTED. COMPLIED WITH VCS COMPRESSOR BELT INSPECTION AND TENSION CHECK. ADJUSTED BELT AS REQUIRED. COMPLIED WITH AD2007-07-06R1 INSPECTION OF ELEVATOR AND AILERON LINEAR BEARINGS PER AD PARA (E) STEPS 1 - 4 WITH CESSNA SB07-002D SECTION II MAINTENANCE ACTION USING APPROVED FAA AMOC DATED 7/16/2008. NO DEFECTS NOTED. NEXT INSPECTION IS DUE NLT 12 MONTHS/NEXT ANNUAL INSPECTION APRIL 2014. COMPLIED WITH GARMIN G1000 SYSTEM ANNUAL INSPECTION REQUIREMENTS PER CHAPTER 35-181 ON OXYGEN SYSTEM. NO DEFECTS NOTED. COMPLIED WITH GARMIN POWER SYSTEM CHECKS PER 400 AMM CHAPTER 34-60-00. NO DEFECTS NOTED. COMPLIED WITH CAV AEROSPACE ICA FOR WEEPING WING STC. NO DEFECTS NOTED ON INSTALL AND OPERATION PER CAV ICA. CLEANED A/C BAY AS REQUIRED. REPLACED STRIPPED SCREWS ON A/C BAY ACCESS PANEL USING NEW AN526C832R6. DOOR SEAL PUMP RUNS CONTINUOUSLY. REPLACED DOOR SEAL PRESSURE SWITCH WITH NEW P/N 9072-905 AND ADJUSTED AS REQUIRED. FOUND DUMP VALVE ALSO LEAKING FOR DOOR SEAL SYSTEM AND REPLACED WITH NEW P/N AL4224. REPAIRED PIN-HOLE LEAKS IN SEAL ON UNDER-SIDE SURFACE. OPERATIONAL CHECK GOOD ON DOOR SEAL SYSTEM. REPLACED SPINNING RIVNUT ON RH AFT SIDE WALL PANEL. CLEANED AND RE-TORQUED B-NUT ON GASCOLATOR. LEAK CHECK GOOD. REPLACED MISSING SHIM ON NOSE WHEEL STRUT USING NEW P/N 950K13 PER CESSNA 400 AMM. INSTALLED CORRECT HARDWARE ON LH BATTERY USING NEW P/N'S DIN933 & DIN679. CLEANED CORROSION FROM PITOT PROBE MOUNT AND TREATED WITH CORROSION-X. BOTH DOOR HANDLES STIFF. CLEANED AND LUBED BOTH SETS OF DOOR PINS AND SOCKETS. OPERATIONAL CHECK GOOD PER CHAPTER 52. BAGGAGE DOOR LOCK HARD TO UNLOCK. ADJUSTED FORWARD LOCK STRIKER FOOT 1/2 TURN. OPERATIONAL CHECK GOOD. INSTALLED LoPRESTI Light Kit STC SA02279AT USING KIT P/N LSM-500-092-3 IN ACCORDANCE WITH KIT INSTRUCTIONS. SEE FAA FORM 337 DATED 2/11/2013 FOR STC INSTALLATION. OPERATIONAL CHECK GOOD ON LIGHTING SYSTEM. WEIGHT & BALANCE AMENDED FOR STC INSTALL OF LoPRESTI LIGHTING AND POH/AFM UPDATED. COMPLIED WITH KELLY AEROSPACE THERMAL SYSTEMS STC'S SA03147CH FOR REMOVING AIR CONDITIONING SCOOPS FROM LOWER FUSELAGE AND SA03148CH FOR MODIFYING BOTH EXHAUST SYSTEM TAIL PIPES BY SHORTENING TAIL PIPE TIPS PER INSTRUCTIONS. STC KIT P/N'S KATS-11-005 S/N 0024 AND KATS-11-004 S/N 0013 INSTALLED PER KIT INSTRUCTIONS. SEE BOTH FAA FORM 337's DATED 4 APRIL 2013. WEIGHT & BALANCE WAS NEGLIGIBLE FOR BOTH KELLY STC'S PER AC43.13-1B CHAPTER 10 SECTION 1. NO ADDITIONAL INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) ARE REQUIRED. INSTALLED STC'S WILL BE INSPECTED UNDER THE CURRENT CESSNA 400 AMM. CHAPTERS 4 & 5 REQUIREMENTS. ALL APPLICABLE AD'S ARE CURRENT AND COMPLIANCE RECORDS ARE AMENDED TO REFLECT CURRENT DATA. COMPLIED WITH ALL LEAK AND OPERATIONAL CHECKS ASSOCIATED WITH THE ANNUAL INSPECTION AND REPAIRS. ALL ITEMS CHECKED SATISFACTORILY. THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. IN ADDITION TO THE ABOVE REPAIRS, I CERTIFY THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH THE CESSNA 400 AMM CHAPTER 5-20-00 INSPECTION CHECKLIST FOR AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF THIS INSPECTION AND/OR REPAIRS ABOVE ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER No. 56990. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 273.2 HOURS

SIGNATURE

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE -- 17 JULY 2013
 MAKE -- CESSNA
 M/N -- 400
 S/N -- 41800
 REG. # N61BP
 HOBBS: 273.6

ENTER IN : AIRFRAME/~~ENGINE~~ RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED IN ACCORDANCE WITH AERO INDUSTRIES, INC. FORM 005. COMPLIED WITH CESSNA SEB-27-03 DATED 5/16/2013 FOR LOWER RUDDER HINGE HARDWARE INSPECTION AND WASHER REPLACEMENT. INSTALLED NEW WASHER P/N MS15795-853 AND SAFETIED WITH NEW PIN P/N MS24665-151. ALL PER SEB-27-03. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND/OR REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THIS AIRCRAFT IS RETURNED TO SERVICE. DETAILS OF THIS WORK ORDER ARE ON FILE IN THIS REPAIR FACILITY UNDER WORK ORDER NO. 57552

SIGNATURE _____

AERO INDUSTRIES, INC

5745 HUNTSMAN RD
 RICHMOND INTERNATIONAL AIRPORT
 VIRGINIA, 23250-2416

DATE 8.25.14
 MAKE COLUMBIA
 M/N LC41-550F6
 S/N 41800
 REG # N61BP
 TIME H280.3

ENTER IN: AIRFRAME / ENG / PROPELLER RECORDS

ELT PIN 453-6603 SIN 05792

COMPLIED WITH THE ELT INSPECTION REQUIREMENTS OF 14 CFR 91, SECTION 91.207(d)(3)(4), AND ITEMS 3-5 ON RICHMOND FSDO RECOMMENDED ELT SUPPLEMENTAL INSPECTION PROCEDURE (FEB 21, 2003), IAW APPLICABLE SECTIONS OF THE ARTEX MAINTENANCE MANUAL #25-62-30 (OCT. 3, 2013, 570-1600 REV 2).

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:

59034

8.25.14

WORK ORDER

DATE

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE -- 17 SEPT 2014
 MAKE -- COLUMBIA
 M/N -- LC41-550FG
 S/N -- 41800
 REG. # N61BP
 TIME --- 280.3

ENTER IN : AIRFRAME RECORD

Complied with the following in accordance with Cessna Columbia 400 AMM unless otherwise noted: Preliminary Inspection accomplished per Aero Industries, Inc. Form 005. Complied with ELT annual inspection per FAR Part 91.207(d) and ELT Inspection Checklist. ELT battery next change date is March 2018. Top charged, capacity tested and inspected main aircraft batteries P/N RG24-10 batteries. S/N 40468562 failed capacity test twice & S/N 40461771 passed and was top charged for return to service. Replace RG24-10 S/N 40468562 with new RG24-10 S/N 40656513, operational check good. Complied with inspection on handheld fire extinguisher per NFPA-10 Revision 2013 and completed weight check, no defects noted. Complied with LH alternator belt installation inspection and tension check after time change, no defects noted. Complied with resistance checks on all static wicks with Megger Test Box, no defects noted at this time. Complied with exhaust system inspection, turbochargers and tailpipe inspection, no defects noted. Complied with aileron linear bearing inspection for debris, no defects noted. Complied with exhaust system pressure test, no defects noted. Complied with annual nose strut servicing per Chapter 12. Complied with elevator torque tube (steel) annual inspection, no defects noted. Complied with wheel bearing cleaning, inspections and repack, no defects noted. Complied with Garmin autopilot system inspection of GSM 85 servo mount per G1000 M/M 190-00577-03 and Chapter 22-01-00, no defects noted and clutch settings checked good for roll and pitch. Complied with 12 month inspection of Garmin GFC 700 autopilot system GSA 81 servos and GTA 82 trim adapter per G1000 M/M, no defects noted. Complied with Garmin G1000 system return to service checks after all autopilot system maintenance, no defects noted. Complied with Oregon Aero ICA on seats per Document # EM-01-01 Rev F dated 2/21/2014, no defects noted. Complied with Garmin G1000 System annual inspection requirements per Chapter 35-18 on oxygen system, no defects noted. Complied with Garmin Power System Checks per 400 AMM Chapter 34-60-00, no defects noted. Complied with SEAMECH ICA on air conditioning system per SEAMECH ASI-772136A Rev G, no defects noted. Complied with ICA inspection on LoPresti Light STC SA02279AT for proper operation and security, no defects noted. Replaced missing Temporary Revision from POH/AFM by inserting TR-17 as required. Complied with Cessna SEB-34-06 dated 7/15/2014 for Garmin G1000 system software by installing software P/N 010-00530-21 for Version 0534.21 and reloading G1000 oxygen, TCAD, TAWS Unlock and Jepp Charts Unlock, operational check good. Installed new Avionics Cockpit Reference Guide P/N 190-00567-05 Rev A into cockpit due to new software upload. Complied with AD 2007-07-06R1, inspection of elevator and aileron linear bearings per AD Para (e) Steps 1 - 4 with Cessna SB07-002D Section II Maintenance Action using approved FAA AMOC dated 7/16/2008, no defects noted. Next inspection is due NLT 12 Months/next annual inspection September 2015. Complied with AD 2013-11-10 dated 7/26/2013 for Proper use of MLG brakes and aft fuselage inspection: Inspected fuselage as required by AD 2013-11-10 and Cessna 400 AMM, no defects noted and inserted copy of AD 2013-11-10 into POH/AFM Section 2 as required by AD. No further action is required unless wheel hopping events occurs, then fuselage inspection is required. RH brake Insulator is broken: Replaced insulator with new P/N 068-01100 per Cessna 400 AMM and Cleveland M/M. Complied with 5-Year inspection in exterior emergency door release system for proper operation, no defects noted. Complied with CAV Aerospace ICA for weeping wing STC, no defects noted on install and operation per CAV ICA. Clean back seat footwell carpet as required. All applicable AD's are current and compliance records are amended to reflect current data. Complied with all leak and operational checks associated with the annual inspection and repairs, all items checked satisfactorily. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 58720. Complied with final inspection for work accomplished under this work order. Aircraft Total Time: 280.3 Hours

Signature: _____

DATE -- 12/02/2014
 MAKE -- COLUMBIA
 M/N -- 400
 S/N -- 41800
 REG. # N61BP
 HOBBS: 280.5

ENTER IN : AIRFRAME/ENGINE RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005. Aircraft won't run at idle: Run engine, found difficult to stabilize when cold. Found idle mixture too rich. Adjusted idle mixture 1 ¼ turns CCW, Engine now starts and stabilizes per TCM SID 9703F, all other engine parameters are normal with 40 RPM rise on shutdown. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final inspection for work accomplished under this work order. 59411

Signature: _____

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="float: right;"> DATE - 24 MAY 2013 MAKE - CESSNA M/N - LC41-550FG S/N - 41800 REG. # N61BP TIME - 273.6 </div> <div style="clear: both;"></div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> ENTER IN : AIRFRAME RECORDS </div> <p>Removed nose wheel assy, removed wheel pant, disassembled nose wheel/tire assy. Found nose tire tube with hole at inner diameter. Replaced tube PN 302-013-400 and reassembled nose wheel/tire. Reinstalled wheel pant, and reinstalled nose wheel tire assy onto aircraft serviced to 88 PSI with nitrogen. Leak check good.</p> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> 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 : [REDACTED] Work order# 57372 [REDACTED] </div>

<div style="background-color: black; width: 100px; height: 40px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> ENTER IN : AIRFRAME/ENGINE RECORD </div> <p>Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.</p> <p>Complied with wing tip position / strobe light conversion for installation of Whelen Orion 600 LED Position / Anti-Collision Lighthouse Assemblies. This upgrade is considered a minor alteration by this repair station and the Orion 600 assemblies are fully FAA/TSO-C96a & TSO-C30c approved, exceeding FAA minimum intensity requirements. New LED Lighthouses are direct fit to this aircraft without any changes to mounting attachments on each wing. Existing wiring in position light and strobe light systems is 18 AWG, rated for more than 7.5 amps per AC43.13-1B Chapter 11, Sections 4 & 5. New LED light current draw for position lights is reduced from 2.0 amps down to .17 amps @ 28 VDC. New LED light current draw for strobe lights is reduced from 3.5 amps down to 2.6 amps during pulse and .5 amps average.</p> <p>Removed wing tip factory installed light assemblies (Whelen Model A600PR2 & A600PG2 P/N 01-0790006-03 & 01-0790006-01) per Cessna 400 AMM Chapter 33. Removed Whelen Strobe Power Supply P/N 01-0770028-5 S/N 43459 from cabin area FS 80.00 under instrument panel. Replaced 5 amp strobe circuit breaker P/N 7277-2-5 with new 7.5 amp P/N 7277-2-7-1-2 circuit breaker to prevent nuisance trips per Cessna 400 W/M, Aero Industries Drawing 59140-100 Revision 0 dated 9/24/2014 and AC43.13-1B Chapter 11.</p> <p>Installed new Whelen Orion 600 LED light assemblies (Whelen Model OR6002G & OR6002R P/N 10-0771733-11 & 01-0771733-12) per Aero Industries Drawing 59140 Revision 0 dated 9/24/2014, Whelen Form No. 14661A dated 2012, Cessna 400 AMM and AC43.13-1B Chapter 11. Installed Adapter Harness, Aero Industries P/N 59140-1 at previous strobe power supply location, FS 80.00 and connected per Aero Industries Drawing 59140-100, to connectors P180, P181 & P182. Secured wiring harnesses and closed up area interior access panels per Cessna 400 AMM Chapter 25.</p> <p>Complied with operational check of navigation position lights and strobe lights per Cessna 400 AMM Chapter 33, operational check good. Complied with operational checks during ground engine run with all avionics systems turned on per Cessna 400 AMM Chapters 33 and 34, no interference or defects noted from this installation.</p> <p>Complied with weight & balance adjustments due to the LED lighting upgrade and amended the W & B in the POH/AFM Section 6 and the Maintenance Records Binder.</p> <p>Complied with test flight with all avionics systems operating with LED position and strobes "ON", no defects noted due to lighting upgrade. <u>Whelen Instructions for Continued Airworthiness</u>: Replace lens if there is excessive scratching, pitting, discoloration or pitting. Replace or repair assembly if any one LED fails. Reference Whelen Instruction Guide (Form No. 14661A). Air Conditioning is not effectively cooling: Evacuated system, vacuum check good for 30 minutes. Re-serviced system with Freon R134a per SEAMECH Manuals. Troubleshoot issue to electric A/C digital controller. Replaced controller assembly: Removed P/N 025A0051 B S/N J1109000297 and installed new P/N 025A0145 C S/N L2613000039 in accordance with Kelly Aerospace & SEAMECH Instructions/Manual, operational check good on air conditioning cooling.</p> <p>The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final inspection for work accomplished under this work order: 59140</p>	<div style="text-align: right;"> DATE -- 17 OCT 2014 MAKE -- COLUMBIA M/N -- 400 S/N -- 41800 REG. # N61BP HOBBS: 280.5 </div>
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Signature _____

ENTER IN : AIRFRAME RECORD

DATE -- 18 SEPT 2015
 MAKE -- COLUMBIA
 M/N -- LC41-550FG
 S/N -- 41800
 REG. # N6TBP
 TIME --- 310.1

Complied with the following in accordance with Cessna Columbia 400 AMM unless otherwise noted: Preliminary inspection accomplished per Aero Industries, Inc. Form 005. **Complied with Avionics 24-Month certifications per CFR Part 91.411 & 91.413 under Avionics Work Order 60427 dated 9/10/2015. Next certifications are due 9/10/2017.** Complied with ELT annual inspection per FAR Part 91.207(d) and ELT inspection Checklist. ELT battery next change date is March 2018. Complied with 24-Month compass swing and updated correction card data on new C23-807 card. Complied with inspection on handheld fire extinguisher per NFPA-10 Revision 2013 and completed weight check, no defects noted. RT-A1100 S/N S721274, Mfg 2007). Top charged, capacity tested and inspected LH main aircraft battery P/N RG24-10 S/N 40461771 passed and was top charged for return to service. RH main battery RG24-10 S/N 40656513 capacity tested good and was returned to service. Operational check good. Complied with LH alternator belt installation inspection and tension check, no defects noted. Complied with aileron linear bearing inspection for debris, no defects noted. Complied with biennial inspection of aileron control rods for cracks and corrosion, no defects noted. Complied with biennial inspection of aileron trim tab friction device for proper adjustment and operation, no defects noted. Complied with exhaust system inspection, turbochargers and tailpipe inspection, no defects noted. Complied with exhaust system pressure test, no defects noted. Complied with elevator torque tube (steel) annual inspection, no defects noted. Complied with Garmin autopilot system inspection of GSM 85 servo mount per G1000 M/M 190-00577-03 and Chapter 22-01-00, no defects noted and clutch settings checked good for roll and pitch. Complied with 12 month inspection of Garmin GFC 700 autopilot system GSA 81 servos and GTA 82 trim adapter per G1000 M/M, no defects noted. Complied with Garmin G1000 system return to service checks after all autopilot system maintenance, no defects noted. Complied with annual nose strut servicing per Chapter 12. Complied with wheel bearing cleaning, inspections and repack, no defects noted. Complied with resistance checks on all static wicks with Megger Test Box found LH wing and LH horizontal stab wicks bad. Replaced bad static wicks with new P/N SD6-0001 per Chapter 23. Complied with CAV Aerospace ICA on STC for weeping wings, no defect noted per Manual 12253-01 Rev 8. Complied with Garmin G1000 System annual inspection requirements per Chapter 35-18 on oxygen system, no defects noted. Complied with Garmin Power System Checks per 400 AMM Chapter 34-60-00, no defects noted. Complied with ICA inspection on LoPresti Light STC SA02279AT for proper operation and security, no defects noted. Complied with Oregon Aero ICA on seats per Document # EM-01-01 Rev F dated 2/21/2014, no defects noted. Complied with ICA on Oregon Aero seats for 36-Month seat thickness check, no defect noted on thickness check. Complied with SEAMECH ICA on air conditioning system per SEAMECH ASI-772136A Rev 3, no defects noted. Complied with AD 2007-07-06R1, Inspection of elevator and aileron linear bearings per AD Para (e) Steps 1 - 4 with Cessna SB107-002D Section 1 Maintenance Action using approved FAA AMOC dated 7/16/2008, no defects noted. Next inspection is due NLT 12 Months next annual inspection September 2016. Complied with ICA on Kelly ATS electric A/C system per STC SA02741CH for annual inspection, no defects noted. Complied with Cessna SEL-30-01 dated 1/12/15 for CAV Aerospace SB 12220-14-30-001 dated 9/05/14 for inspecting for ring placement in filler neck assembly, no defects noted. G1000 issues on takeoff, GIA 1, GMU 1, GPS 1, GRS 1 and GS 1 all red X on LRU status page: Could not duplicate on engine run. Swapped # 1 & # 2 GIA's, reloaded complete software to include TCAD, Oxygen, TAWS and Chart Unlock, operational check normal, all per G1000 M/M. All applicable AD's are current to date and compliance records are amended to reflect current data. Complied with all leak and operational checks associated with the annual inspection and repairs, all items checked satisfactorily. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 60416. Complied with final inspection for work accomplished under this work order. Aircraft Total Time: 310.1 Hours ETSN: 310.1 Hours PTSN: 310.1 Hours

Signature _____

ENTER IN : AIRFRAME/ENGINE RECORD


DATE -- 7 OCT 2015
 MAKE -- COLUMBIA
 M/N -- 400
 S/N -- 41800
 REG. # N6TBP
 HOBBS: 310.1

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary inspection accomplished in accordance with Aero Industries, Inc. Form 005.

1. Engine will not stay running when cold, replace engine fuel manifold valve: Removed and replaced the manifold valve. Removed P/N 646433-14A1 S/N C07AA183 and installed (new) P/N 646433-12A4 S/N C15IA165 in accordance with CM. TSIO-550 M/M, leak check good.
2. Comply with fuel set-up on engine: Complied with fuel set-up per SID97-3F using Porta-Tester. Parameters as follows: Low pressure fuel 8.4, adjusted idle mixture 1 ¼ turns CW (Lean), Magneto rise 40 RPMs, adjusted speed 1 made wider CCW, decreased manifold pressure to 35.6, adjusted high pressure fuel ¼ turn CCW, increased fuel flow to 58.1 @ 2580 RPM, all per SID97-3F. Removed test equipment, leak check good.
3. Complied with Cessna SEL-71-04 dated 9/24/15 using CMI CSB15-2 dated 7, 2, 15 for removing existing manifold AN918-XX and installing new manifold P/N 658607 per CSB, leak check good on engine run.
4. Autopilot kicks off (Get pitch trim and roll trim lights): Removed pitch and roll servos and adjusted torque settings on capstans. Re-installed pitch and roll servo mounts per Garmin G1000 M/M and Cessna 400 AMM, operational check good. Complied with autopilot return to service check per G1000 M/M, operational check good.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **Complied with final inspection for work accomplished under this work order. 60469**

Signature _____

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="display: flex; align-items: center;">  <div style="background-color: black; width: 500px; height: 80px;"></div> </div>			
N61BP	H.M. 325.5	Total: 325.5	06/02/2016
	MODEL: LC41-550FG		S/N: 41737
<p>PERFORMED AN ANNUAL INSPECTION IN ACCORDANCE WITH FAR PART 43 WITH REFERENCE TO CESSNA 400 MAINTENANCE MANUAL 400MM05. INSPECTED ELT IN ACCORDANCE WITH FAR 91.207(d) WITH NO DEFECTS NOTED; ELT BATTERY EXPIRES 09/2019. INSTALLED NEW INDUCTION AIR FILTER, P/N BA345E. INSPECTED ALL STATIC WICKS. INSPECTED AND GREASED ALL WHEEL BEARINGS WITH AEROSHELL 22 GREASE. SET LEFT ALTERNATOR BELT TENSION IN ACCORDANCE WITH CESSNA MANUAL 400MM05. INSPECTED OREGON AERO SEATS IN ACCORDANCE WITH OREGON AERO DOCUMENT EM-01-01 WITH NO DEFECTS NOTED. INSTALLED NEW HEATER VENT IN CENTER CONSOLE, P/N AV357304-2. INSPECTED FLIGHT CONTROL LINEAR BEARINGS AND PUSH/PULL TUBES IN ACCORDANCE WITH AD2007-07-06R1 AND CESSNA SB-07-002D WITH NO DEFECTS NOTED; NEXT DUE 06/2017. AD's CHECKED THROUGH BIWEEKLY 2016-12.</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. PERTINENT DETAILS OF THE REPAIRS ARE ON FILE AT THIS REPAIR STATION UNDER THIS WORK ORDER.</p>			
<div style="background-color: black; width: 250px; height: 40px; margin-bottom: 10px;"></div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>8/31/2016 HM-326.4</p> <p>Aircraft wrap decals were applied to the lower portion of the aircraft fuselage and rudder, by Zilla Wraps of Ft. Worth. Removed the rudder for balancing. Rudder fell within the range specified by the maintenance manual. Balance of the rudder was 14.2 lb., with 14.1-19.8 being the weight range. Reinstalled rudder. Had aircraft weighed [REDACTED] results. This aircraft is returned to service.</p> </div> <div style="width: 45%;"></div> </div>			
<div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p>Date <u>9-14-16</u> Tach. <u>326.4</u></p> <p>I certify that this Aircraft Weight and Balance Has been performed this date, as equipped.</p> <p>New Aircraft Weight <u>2634</u></p> </div> <div style="width: 45%;"> <p>New Aircraft Weight C.G. <u>107.37</u></p> </div> </div> <div style="background-color: black; width: 250px; height: 40px; margin: 10px auto;"></div>			

SUB-TOTAL this page

TOTAL—Carry forward to next page