HOLLY AERO, INC.

WORK ORDER

PART NAME: AIRBORNE DRY AIR PUMP W.O. # 1706

P/N 211CC S/N 1706 INV. # 990956

WORK ACCOMPLISHED: Overhauled/repaired in accordance with FAA approved Process Specifications # H7YR030Y-1009 REV. A.

The following components were inspected and installed in this pump:

INSPECTION:	CODE:	INSPECTION:	CODE	INSPECTION
[redacted] Front Housing	1	[redacted] Bushing	5	[redacted] Preliminary
[redacted] Rear Housing	1	[redacted] Rotating Seal	1	[redacted] Hidden
[redacted] Stator	1	[redacted] Sponge Gasket	1	
[redacted] Rotor Drive	1	[redacted] Shear Coupler	5	
[redacted] Rotor	5	[redacted] Internal Spline Dr.	1	
[redacted] Vanes	5	[redacted] External Spline Dr.	1	
[redacted] Bolts	1	____ Other	____	

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Results of Final Test at 4000 RPM

PRESSURE: ____ PSI

FLOW 104 SCFM VACUUM: 5 IN.HG

MAX. PRESSURE: 204 PSI MAX TEMP: 300 DEG. F.

REPAIRMAN [redacted] INSPECTOR [redacted]

REPAIRMAN'S CERT. # [redacted]

MAINTENANCE RELEASE

The appliance identified above was overhauled/repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

DATE 12/16/99 SIGNED [redacted]

Holly Aero, Inc. (Cert. # H7YR030Y)

[redacted]

Big Sandy, TX 75755

Form # HAI 201

HOLLY AERO, INC

[redacted]

Big Sandy, TX 75755

[redacted]

WARNING! Lack of an operating back up to this pump may result in death, bodily injury or property damage. Follow manufacturer's published safety warning.

CAUTION! It is important that the following steps be taken any time a dry air pump is installed:

- All of the filters in the system should be changed.
- All of the air hoses should be disconnected and blown out with shop air.
- Other components in the system, such as pressure relief valves, check valves, regulators, etc. should be tested for proper operation.
- It is important that no oil be allowed to enter a pump, either from around the accessory drive gear or from oil dripping onto the exterior of the pump.
- Only high flow, thin wall fittings should be used and no thread dressing of any kind should be used.

The above steps are considered to be good maintenance procedures for installing dry air pumps and maintenance of aircraft pneumatic systems. In cases where the above procedures are strictly adhered to, dry air pump failures are greatly reduced.

WARNING! Air pump or pneumatic system failures can and do occur with no prior warning. It is recommended that an annunciator light or other device be installed in such a way as to warn the pilot immediately when such a failure occurs. Continued reliance upon air driven gyros for aircraft attitude and directional information after air pump failure can result in spatial disorientation of the pilot and subsequent loss of aircraft control and may result in death, bodily injury or property damage.