-4.5 hrs

AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

6829.2

CA FORM 1001R

AIRCRAFT# 30MB **A/C TT** 26224.7 **HOBBS** 6833.7 **DATE:** 10-23-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
1010	AAIP	Phase I		0/125
2045	oil change	XC20W50		0-0
3045	oil change	XC20W50		0-0
7030	Spark plugs	REB37E		0-0

DESCRIPTION OF WORK PERFORMED: Completed AAIP Phase I. All discrepancies cleared

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] **A&P:** [redacted]

APPROVED AIRCRAFT INSPECTION PROGRAM
Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 10-20-14 **HOUR METER:** 6833.7

AIRCRAFT:N 30MB **SERIAL NO:** 1453-160

The initialed items were completed or inspected by:

MECHANIC Kloepper **FAA LICENSE NO:** [redacted]

PHASE: I

CHECK **AIRFRAME-AAIP MAIN GEAR PHASE 1 (TO BE DONE EVERY 125 HOURS)**

WK 1. Place aircraft on jacks, use weighted tail stand support. (Min. wt. 300#)

2. Remove the Main Landing Gear Wheels. Check the condition and security of the following items. (Reference Cleveland Kit 199-122 Maintenance Instructions)

WK A. Tire—cuts, flat spots, tread life, and proper inflation.
WK B. Wheels—cracks, missing or loose mounting hardware.
WK C. Brake disc—distortion, warpage, dishing.
WK D. Brake housing--leakage.
WK E. Brake linings--wear.
WK F. Wheel bearings and races—scratches, distortion, clean and repack.
WK G. Reinstall Main Landing Gear Wheels.

3. Check the condition and security of the following items on the Main Landing Gear

O·A A. Strut—leakage and service.
O·A B. Scissors—worn bushings.
O·A C. Drag links.
O·A D. Cord bungees—deteriorated or frayed.
O·A E. Micro switches.
O·A F. Retract cylinder--leakage.
O·A G. Yoke.
O·A H. Main landing gear truss.
WK I. Air cylinder for pressure (300 psi "0" gauge check).

O·A 4. Lubricate all zerk fittings.

CHECK **NACELLE PHASE 1 (TO BE DONE EVERY 125 HOURS)**

1. Check the condition and security of the following:

O·A A. All fluid carrying lines—leakage, routing, chafing.
O·A B. All electrical units, connections, and wire bundles—routing, chafing and corrosion.
O·A C. Main gear doors, arms, and bearings—wear, loose.
WK D. Hydraulic accumulator assembly (600 psi).
WK E. Hydraulic reservoir, check fluid level.
WK F. Hyraulic filter, clean or replace every 500 hours.
O·A G. Control cables—routing, fraying
O·A H. Pulleys and pulley brackets.
O·A I. Structure.
WK J. Uplock assembly—leakage.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK STATION 5.5 FORWARD PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. 5.5 inspection door left side-check following for condition and security:
   - WK A. Power brake valves—leakage.
   - WK B. Hydraulic lines and fittings—leakage, routing.
   - WK C. All structure.
   - WK D. Rudder buss cable.
   - WK E. Heater ducts.

2. 5.5 inspection door right side-check the following for condition and security:
   - WK A. Heater relays.
   - WK B. Nose gear spring bungee.
   - WK C. All structure.
   - WK D. Rudder buss cable.
   - WK E. Heater ducts.

3. Top of nose section-check following for condition:
   - WK A. Heater and heater components.
   - WK B. All electrical units, connections and wire bundles.
   - WK C. #2 junction box.
   - WK D. All structure.
   - WK E. Replace "j" box cover and inspection plates.

CHECK NOSE GEAR WHEEL WELL PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. Check the condition and security of the following items:
   - WK A. All fluid carrying lines-leakage, routing, chafing.
   - WK B. Doors actuating rods and rod ends—loose, rig.
   - WK C. Nose steering bypass valve—leakage.
   - WK D. All fluid carrying lines—leakage, routing, chafing.
   - WK E. Heater fuel train—leakage.
   - WK F. All structure.
   - WK G. Micro switches

CHECK NOSE GEAR PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. Check the condition and security of the following items:
   - WK A. Nose wheel and tire—cuts, flat spots, proper inflation.
   - WK B. Wheel bearings and races—scratches, deterioration.
   - WK C. Retract cylinder--leakage.
   - WK D. Drag links.
   - WK E. Nose strut trunion.
   - WK F. Scissors—worn bushings.
   - WK G. Steering cylinder--leakage.
   - WK H. Lubricate and replace wheel.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	GEAR RETRACTION TEST PHASE 1 (TO BE DONE EVERY 125 HOURS)
WK	1. Install external hydraulic pump.
	2. Check for operation of the following items:
WK	A. Gear safe lights.
WK	B. Position indicator.
WK	C. Gear warning horn sounds with both throttles and gear in transit or up and locked.
WK	D. Heater blower for cut out with gear in transit or up and locked.
WK	3. Main landing gear for clearance.
WK	4. Gear uplock mechanism.
WK	5. Nose gear for clearance.
WK	6. Fairing nose gear and main gear doors.
WK	7. Emergency gear extension—bleed hydraulic pressure to 0, nose gear should extend and lock actuate gear handle down.
WK	8. Gear handle in down and locked position 3 green lights.
WK	9. Remove external hydraulic pump and hook up lines.
WK	10. Remove airplane from jacks.

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APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK

STATION 5.5 TO 134-PHASE 2 INSPECTION
(TO BE DONE EVERY 375 HOURS)

1. With center floor removed, check the following items for condition and/or clearance:
   - A. All fluid carrying lines.
   - B. Control cables—grayed, corrosion.
   - C. Idler pulleys.
   - D. Elevator push/pull rods, idler tube and stops.
   - E. Aileron sprockets and drum assembly.
   - F. Rudder torque tube.
   - G. Engine control cable pulley cluster.
   - H. Structure.
   - I. Drain holes (open).
   - J. Friction locks.

2. Check control column:
   - A. Freeness of operation.
   - B. Attach points--secure.
   - C. Check chain and sprockets (lubricate lightly).

3. Rudder pedals.

CHECK

PHASE 3 INSPECTION (TO BE DONE ONCE A YEAR)

4. Check the following items for condition and/or clearance behind instrument panel
   - A. All fluid carrying lines and tubing.
   - B. All electrical connections, bundles, and cannon plugs.
   - C. Heater distribution box.
   - D. Hot air and fresh air inlets--operation.
   - E. Parking brake valve—leakage, operation.
   - F. Instrument panel shock mounts.

5. Drop trim panel- switch panels and circuit breaker panels. Check loose connections, wire routing.

CHECK

STATION 5.5 TO 134-PHASE 2 INSPECTION
(TO BE DONE EVERY 375 HOURS)

6. Check all instruments.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	7. Check field barometric pressure against field elevation on altimeter.
	8. Check the following items for condition:
WK	A. Windshield—crazing, cracks, or distortion.
WK	B. Pilot and Copilot seats and seat belts.
WK	C. Cargo restraint system, nets, cargo floor, and side panels.
WK	D. All side windows—crazing, cracks, or distortion.
WK	E. Cabin and crew door:
WK	1) Hinges.
WK	2) Operation of latch.
WK	3) Seals.

CHECK	STATION 134 TO 165-PHASE 2 INSPECTION (TO BE DONE EVERY 375 HOURS)
	1. Remove floor and side panels in baggage compartment.
	2. Check for the following condition and/or clearance:
	A. Control cables.
	B. Fair leads.
	C. Tubing.
	D. Structure.
	E. Drain holes.
	F. Baggage compartment bulkhead--check condition.
	G. Door—latched and secured for cargo installations.
	H. Evidence of fuel leakage.
	I. Fuel sump vapor box.
	J. Center fuel system liquidometer cannon plug.

CHECK	STATION 165 TO 363-PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1. Open battery compartment door.
WK	2. Check upper and lower pulley cluster at station 165.
WK	3. Visual condition of cables.
	4. Check the following electrical units for condition and security:
WK	A. All cannon plugs.
WK	B. All electrical bundles (clamps, connections, etc).
WK	C. Master powerpanel—loose connections of wires and fuses.
WK	D. Flap potentiometer.
WK	E. Voltage regulators—loose connections.
WK	F. Boost pump resistor.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — STATION 165 TO 363-PHASE 1 INSPECTION (Continued)
(TO BE DONE EVERY 125 HOURS)

WK — 5. Flap actuating cylinder leakage, attach fittings.

WK — 6. Flap master, primary sheave and connecting rod—evidence loose or bent attachment

WK — 7. Vacuum regulators and warning switches—filters clean.

WK — 8. Structure.

9. Pull batteries out:
WK — A. Check open current voltage, if below 25.5, charge battery.
WK — B. Lubricate tracks and bayonets.
WK — C. Check for evidence of battery spills and corrosion—clean and neutralize.

CHECK — EMPENNAGE PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)

1. Check the following items for condition and security:
O.A — A. Rudder and elevator transmitter.
O.A — B. Rudder hinges and attach points.
O.A — C. Elevator hinges and attach points.
WK — D. Elevator trim tabs and attach points, actuator support bracket per SB-198A.
O.A — E. Rudder torque tube and stops.
O.A — F. Trim tab sprockets and flexible shafts.
O.A — G. Trim tab chain.

WK — 2 Secure batteries.

CHECK — WINGS PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)

1. Check the following items for condition:
WK — A. Inboard and outboard flaps—worn bearings, proper rig, attach points, slave pulley.
WK — B. Aileron bell cranks.
WK — C. Fuel fill port security of restrictor and anti siphon valve.
WK — D. Wing tips (Reflectors).

CHECK — WINGS PHASE 3 INSPECTION (TO BE DONE ONCE A YEAR)

1. Check the following items for condition:
— A. Tubing.
— B. Electrical bundles.
— C. Skin, internal structures.
— D. Cables visible thru flap wells, routing, frayed or chafed.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK

COMPLETE INSPECTION WITH PHASE 1 INSPECTION
(TO BE DONE EVERY 125 HOURS)

1. Check the control surfaces for freedom of movement, condition of bearings, and ground strap security of attach fittings.

WK A. Check rudder travel.
WK B. Check elevator travel.
WK C. Check trim tab travel
WK D. Check aileron travel
WK E. Check flap travel.

WK 2. Replace all inspection plates.
WK 3. Clean cabin area.
WK 4. Replace carpet, seats, etc.
WK 5. Check avionics for security.
WK 6. Check all antennas for security and corrosion at coax connection.
WK 7. Fuel and oil caps secured.
WK 8. Airplane clean outside, windows clean.
WK 9. Landing lights operation.
WK 10. Position lights operation.
WK 11. Anti-collision light operation.

CHECK

CABLE TENSION & CONTROL SURFACE TRAVEL CHECK PHASE 3
(TO BE DONE ONCE A YEAR)

1. Check the control surfaces proper travel:

A. Rudder left and right 20 degrees +2,-0/ 9.46 to 10.4 inches.
B. Rudder Trim left and right 26 degrees +2,-0/ 4.39 to 4.73 inches.
C. Elevator Up 30 degrees +1,-0/ 10.16 to 10.49 inches.
Down 10.degrees +2,-0/ 3.42 to 4.10 inches.
D. Elevator trim Up 2.5 degrees+2,-0.5/ 0.25 to 0.54 inches.
Down 26 degrees +2,-0/ 2.93 to 3.13 inches.
E. Aileron Up 23 degrees +2,-2/ 4.74 to 5.64 inches.
Down 15 degrees +2,-2/ 3.40 to 3.82 inches.
F. Flaps Inbound Down 40 degrees +2,-2/ 12.37 to 13.62 inches.
G. Flaps Outbound Down 40 degrees +2,-2/ 10.09 to 11.11 inches.

2. Check the following for proper cable tension:

A. Rudder 60 ±2 pounds.
B. Rudder Trim 15 ±1 pound.
C. Elevator 40 ±2 pounds.
D. Elevator Trim 15 ±1 pound.
E. Aileron 40 ±2 pounds.
F. Flaps Inbound 90 ±10 pounds.
G. Flaps Outbound 70 ±7 pounds.
H. Prop Governor 10 +0,-2 pounds.
I. Engine controls 15 ±2 pounds.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK

AVIONICS PHASE 3 (TO BE DONE ONCE A YEAR)

COMMUNICATIONS

Check audio panel for operation of switches.

1. Turn each system on and verify position On-Off control and security of control knobs.
2. Check for proper squelch operation.
3. Check that all whole and fractional megahertz frequencies can be dialed in, on both transmitters. Frequency selectors should operate smoothly, free from binding, and with a positive detent in each position.
4. Check transmitters for clarity and modulation.
5. Tune Comm. to local A.T.I.S. and check receiver for clarity.
6. Repeat Step 4 for #2 Comm.

VOR NAVIGATION

1. Turn system on and verify positive On-Off control, and security of knobs.
2. Using at Test Signal per FAR 91-171 (b) for the following:
   A. Flag operation.
   B. To-From operation.
   C. Check course accuracy to within ±2 degrees of selected bearing. RMI VOR accuracy to within ±3 degrees.
   D. Check reciprocal error to within ±3degrees.
   E. Check course width for 10 degrees deflection right and left of center.

MARKER BEACON

1. Select "test" position and verify proper visual indications.

ELT

1. Inspect battery connection for corrosion and proper connection. Verify ELT expiration date.
2. Actuate the ELT crash sensor using applied force. Verify the presence of signal radiation through the ELT antenna. (NOTE: This test may be conducted using an AM broadcast receiver held about 6 inches from the ELT antenna or a local control tower can verify operational capability.)
3. Reinstall ELT into its mount and verify proper direction for crash activation.
4. Inspected ELT in accordance with FAR 91.207(d).

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	DE-ICE EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1 Check pitot heat L & R, operation and placards.
WK	2. Check stall warning heat operated from right pitot heat circuit. Again, pitot heat should be on limited time. Stall warning heat element on lower surface.
WK	3. Check heater for operation. Check for fumes in cockpit, heat controls, check igniter plug, spark, ground electrode. Check for excess black deposits on aircraft belly indicating sticking combustion air relief valve.
WK	4. Remove heater fuel strainer, clean, install, and resafety. Always, after heater check, shut off fuel and continue to run blower until exhaust cools.
WK	5. Check fuel vent fairing for security of attachment, cracks and deterioration or damage. Check that fuel vent protrudes from wing not more than one inch.
	TKS SYSTEM
WK	7. Check operation of system. Reference Airplane Flight Manual Supplement, TKS Ice Protection System before starting engines. (Page 7)
WK	8. Check security of leading edge porous panels and presence of fluid flow.
WK	9. Check in equipment pallet for security of installation and evidence of fluid leakage of pumps, filters, pressure switch, and tank

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PLACARD AND EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1. Tow limit markings.
WK	2. Fuel quantity and minimum fuel marking by filler cap.
WK	3. Fuel cap painted red.
WK	4. Hydraulic door placard.
WK	5. Blow down bottle pressure markings.
WK	6. Static port placards.
WK	7. Battery door placard.
WK	8. External power receptacle placard.
WK	9. ELT location placard.
WK	10. Instrument markings, per AFM.
WK	11. Cabin freight station markings: 128", 168", 200", and 241" if applicable.
WK	12. Cabin door Wt. & BAL. Placard: "Spread heavy loads over 2 square feet."
WK	13. Cabin door cargo placard: "This cargo aircraft has been certified to carry 1500 pounds in the cabin area." (Due to floor structural limits, do not exceed 100 pounds per square foot.)
WK	14. All switches identified/placarded.
WK	15. All airplane Flight Manual placards.
WK	16. Check Registration, Airworthiness
- 07	17. Check "Aircraft Maintenance Log" (Metal Folder behind co-pilot seat), padded book of CA Form 26A's and VOR Check Log Form, Complete Aircraft Status and Maintenance Release. Remove previous sheets.
WK	18. Check (AFM) Airplane Flight Manual (Red 3 ring 1" binder behind co-pilot seat, check supplementary data, and weight and balance data. Current revision number.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PLACARD AND EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	19. Check for cargo net and ladder.
WK	20. Check for spare starter under co-pilot seat, optional.
WK	21. Check fire extinguisher for damage, discharge outlet is not blocked, proper pressure, safety pin is in place, security and accessibility of mounting.
WK	22. Magnetic compass check; fluid level, check for leaks and correction card.
WK	23. Gyro instrument inlet filter, clean or replace every 500 hours.
WK	24. Discrepancy Sheet Control – Circle the page number of sheets as they are used. (1) 2 3 4 5 6 7 8 9 10
WK	25. All discrepancies cleared on attached CAForm 1004

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AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30MB 2) AIRCRAFT HOUR METER: 6833.7

3) AIRFRAME: X LEFT ENGINE: S/N

RIGHT ENGINE: S/N

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH . INT.	DATE
WK	Battery terminal loose	Retightned loose terminal	WK	10-20-14
WK	Hydraulic Door Placard Peeling off	Replaced Placard	WK	10-20-14
WK	Flaps sag a little	Adjusted Flaps travel	WK	10-21-14
WK	left Flaps & aileron hinge bolts corroded	Replaced flaps & Aileron hinge blks	O-A	10-22-14
O-A	RH MLG strut leaking	Removed and Repacked RH MLG Strut. Ops Check good.	O-A	10-22-14

APPROVED AIRCRAFT INSPECTION PROGRAM

Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 10-20-14

AIRCRAFT: 30MB **HOUR METER** 6833.7

ENGINE/LEFT: ✓ **RIGHT:** _____ **SERIAL NO:** L-988-48

The initialed items were completed or inspected by:

Kloepper [redacted] [redacted]
Mechanic FAA License #

CHECK **POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)**

WK 1. Complete ground operation check on engine. Feather propeller when stopping engine.
WK 2. Drain oil.
WK 3. Remove cowling.
4. Remove, clean, reinstall & safety:
0 A. Oil pressure screen.
WK B. Oil sump screen.
WK C. Check oil dipstick/marked left engine-right engine.
5. Check condition and security of the following:
WK A. Engine accessories.
WK B. All fluid carrying lines for chafing, routing and leakage. Comply with AD2011-26-04, effective date 01/25/2012 in accordance with AMOC dated Aug. 14, 2008 (escalated to 125 hour interval) and AMOC dated 10-12-2012 in accordance with Lycoming Service Bulletin 342D (awaiting Rev. G of Lycoming Service Bulletin 342).
WK C. Cooling shrouds.
WK D. Firewall.
WK E. Firewall bellcranks, pulleys, pulley brackets, fittings.
WK F. Push pull rods.
WK G. Magnetos—loose mounting, missing screws.
WK H. Starter—loose mounting, electrical connection.
WK I. Alternator—loose mounting, broken brackets, proper belt tension, brush service life.
WK J. Engine baffles—proper fit.
WK K. Loose or missing cylinder hold down nuts.
WK L. Propeller governor cable for operation and rig.
WK M. Engine mounts—loose rivets, cracks.
WK N. Lord mounts—deterioration or separation.
WK O. Induction alternate air doors for operation and rigging.
WK P. Ignition leads, electrical leads, and cannon plugs for chafing and routing.
WK Q. Cowling—cracks, fit, seals.
WK R. Remove lower spark plugs and take differential compression.
Record:
#1 79 #2 78 #3 79 #4 78 #5 79 #6 78

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK

WK S. Exhaust stacks and clamps—cracks, leakage.
WK T. Cowl flaps and motor—operation, rigging.

MR 6. Spark plugs—clean, gap, test, and rotate.
MR 7. Cigarettes—clean, insulation
WK 8. Magneto timing Left 20 Right 21
(20 degrees BTC ±3 degrees within 1 degree of each other.)
WK 9. Induction air filter screens—deterioration, free from obstruction.
MR 10. Service oil tank.
WK 11. Service fuel servo and firewall screen.
MR 12. Pressure check fuel system and operation of fuel shutoff valves.

CHECK

PROPELLER-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)
Propeller Serial No U55153B

13. Check for condition and security of the following items:
MR A. Spinner—index and remove, cracks
MR B. Spinner bulkhead—cracks.
MR C. Stop pins and linkage—freedom of movement, interference.
MR D. Blades and hub—nicks, cracks, loose.
MR E. Blade clamps—cracks, leakage.
MR F. Check prop boots for wear and security.
MR G. Check T.K.S. feed lines for security and clearance.
MR Lubricate propeller. (Remove one grease zerk to avoid damaging seals.).
MR Propeller blade travel—binding, interference.
MR Reinstall propeller spinner.
MR Propeller governor—leakage, rig.

MR 14. Wash engine, cowling, nacelle, and main landing gear.

MR 15. Replace cowling.

MR 16. Perform Operational Check.

MR 17. Check for oil leaks.

WK 18. Discrepancy Sheet Control—Circle the page number of sheets as they are used. (1) 2 3 4 5

MR 19. All discrepancies are cleared on attached CA Form 1004.

DATE: 10-21-14 Engine TSO 976

I certify that I have inspected this engine and propeller in accordance with Central Air Southwest's AAIP, Phase 1.

Signed: [redacted] A&P: [redacted]

AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30MB 2) AIRCRAFT HOUR METER: 6833.7

3) AIRFRAME: _____ LEFT ENGINE: S/N L-988-48

RIGHT ENGINE: S/N _____

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH. INT.	DATE
WK	Induction Air Filter Deterecrated	Replaced Filter	WK	10-20-14
DT	Removed spark plugs	installed new spark plugs	DT	10-21

APPROVED AIRCRAFT INSPECTION PROGRAM

Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 10-20-14

AIRCRAFT: 30MB HOUR METER 6833.7

ENGINE/LEFT: _____ RIGHT: ✓ SERIAL NO: L-14565-48

The initialed items were completed or inspected by:

Kloepper [redacted]
Mechanic FAA License #

CHECK **POWERPLANT-AAIP PHASE 1** (TO BE DONE EVERY 125 HOURS)

WK 1. Complete ground operation check on engine. Feather propeller when stopping engine.
WK 2. Drain oil.
WK 3. Remove cowling.
4. Remove, clean, reinstall & safety:
A. Oil pressure screen.
B. Oil sump screen.
C. Check oil dipstick/marked left engine-right engine.
5. Check condition and security of the following:
A. Engine accessories.
B. All fluid carrying lines for chafing, routing and leakage. Comply with AD2011-26-04, effective date 01/25/2012 in accordance with AMOC dated Aug. 14, 2008 (escalated to 125 hour interval) and AMOC dated 10-12-2012 in accordance with Lycoming Service Bulletin 342D (awaiting Rev. G of Lycoming Service Bulletin 342).

C. Cooling shrouds.
D. Firewall.
E. Firewall bellcranks, pulleys, pulley brackets, fittings.
F. Push pull rods.
G. Magnetos—loose mounting, missing screws.
H. Starter—loose mounting, electrical connection.
I. Alternator—loose mounting, broken brackets, proper belt tension, brush service life.
J. Engine baffles—proper fit.
K. Loose or missing cylinder hold down nuts.
L. Propeller governor cable for operation and rig.
M. Engine mounts—loose rivets, cracks.
N. Lord mounts—deterioration or separation.
O. Induction alternate air doors for operation and rigging.
P. Ignition leads, electrical leads, and cannon plugs for chafing and routing.
Q. Cowling—cracks, fit, seals.
WK R. Remove lower spark plugs and take differential compression.
Record:
#1 78 #2 78 #3 21 #4 78 #5 78 #6 78

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)
MR	S. Exhaust stacks and clamps—cracks, leakage.
MR	T. Cowl flaps and motor—operation, rigging.
MR	6. Spark plugs—clean, gap, test, and rotate.
MR	7. Cigarettes—clean, insulation
MR	8. Magneto timing Left 22 Right 23 (20 degrees BTC ±3 degrees within 1 degree of each other.)
MR	9. Induction air filter screens—deterioration, free from obstruction.
MR	10. Service oil tank.
MR	11. Service fuel servo and firewall screen.
MR	12. Pressure check fuel system and operation of fuel shutoff valves.

CHECK	PROPELLER-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)
	Propeller Serial No CH50T6B
	13. Check for condition and security of the following items:
MR	A. Spinner—index and remove, cracks
MR	B. Spinner bulkhead—cracks.
MR	C. Stop pins and linkage—freedom of movement, interference.
MR	D. Blades and hub—nicks, cracks, loose.
MR	E. Blade clamps—cracks, leakage.
MR	F. Check prop boots for wear and security.
MR	G. Check T.K.S. feed lines for security and clearance.
MR	Lubricate propeller. (Remove one grease zerk to avoid damaging seals.).
MR	Propeller blade travel—binding, interference.
MR	Reinstall propeller spinner.
MR	Propeller governor—leakage, rig.
MR	14. Wash engine, cowling, nacelle, and main landing gear.
MR	15. Replace cowling.
MR	16. Perform Operational Check.
MR	17. Check for oil leaks.
WK	18. Discrepancy Sheet Control—Circle the page number of sheets as they are used. (1) 2 3 4 5
MR	19. All discrepancies are cleared on attached CA Form 1004.

DATE: 10-23-19 Engine TSO 1644

I certify that I have inspected this engine and propeller in accordance with Central Air Southwest's AAIP, Phase 1.

Signed: [redacted] A&P: [redacted]

CENTRAL AIR SOUTHWEST

CA FORM 1004

AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30MB 2) AIRCRAFT HOUR METER: 6833.7

3) AIRFRAME: ____________ LEFT ENGINE: S/N ____________

RIGHT ENGINE: S/N L-14565-48

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH. INT.	DATE
WK	exhaust leak # 3 cylinder	cyl. head cracked replaced cyl. rings	[illegible]	10-22
[illegible]	top mount inbrd lord mount bad	replaced lord mount	[illegible]	10-22

(0.0)

AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

6776.1

CA FORM 1001R

AIRCRAFT# 30MB A/C TT 26167.1 HOBBS 6776.1 DATE: 9-12-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
2005	TS 813 M10R10	IO-540-E1A5	L-98848	0/1800
2010	Eng TTSN			~~0/1800~~ 14020.7
2015	Fuel Servo	RS10B1	40244	286.7 ~~14020.7~~
2020	Starter	149-NL/ec	FNE421078	0.0
2025	Alternator	ALT8521R	HN030784	0.0
2030	LT Magneto	BL-600616-3	E14CA046R	0.0
2035	RT Magneto	BL-600616-3	E13FA181R	264.4
2045	Oil Change	XC20W50	Phillips	0.0

DESCRIPTION OF WORK PERFORMED: Installed engine and accessories on left side. Run up and test flight checked good.

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] A&P: [redacted]

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AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

6776.1

CA FORM 1001R

AIRCRAFT# 30MB **A/C TT** 26167.1 **HOBBS** 6776.1 **DATE:** 9-12-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
7010	Prop Governor	210428	1484128F	Old
7011	Prop Balance		39/.059	Old
7020	Fuel Pump	RG9080J1	C-7098	Old
7022	Hyd. Pump	1P349L	PECox 5745	Old
7024	Vac. pump	3P207JA	PE4906	Old
7030	Spark Plugs	RE B37E		Old
7034	Oil Cooler	8533718	3364-1d	Old

DESCRIPTION OF WORK PERFORMED: Installed accessories on left engine. Run up checked good.

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] **A&P:** [redacted]

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AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

CA FORM 1001R

AIRCRAFT# 30MB **A/C T:** 24167.1 **HOBBS** 6776.1 **DATE:** 9-12-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
1030	ELT Batt	BS21606		8-31-16

REPLACE ELT BATTERY BY:
AUG 2016

DESCRIPTION OF WORK PERFORMED: Removed & Replaced ELT Battery

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] **A&P:** [redacted]

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AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

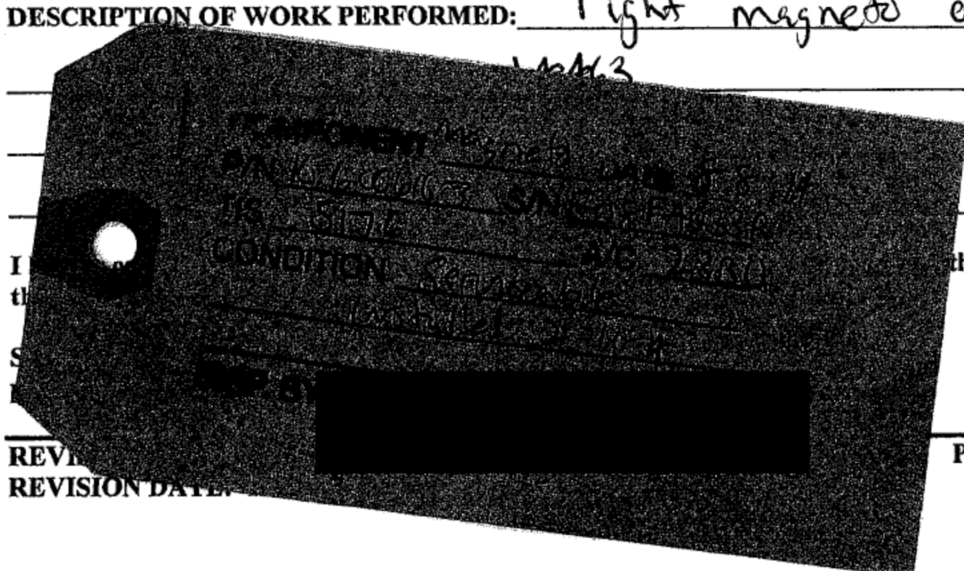
6764.6

CA FORM 1001R

AIRCRAFT# 30MB **A/C TT**________ **HOBBS** 6756.2 **DATE:** 8-12-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
✓ 3035	Mag	10-600663	E08FA033R	5176 → 5092

DESCRIPTION OF WORK PERFORMED: right magneto on right engine replaced per ...663



I ... **th Federal Aviation Regulations and general accepted maintenance procedures and th**...

Signed:________ **A&P:**________

CENTRAL AIR SOUTHWEST

VOR AND FIRE EXTINGUISHER EQUIPMENT CHECK LOG

AIRCRAFT N 30MB

CA FORM 26B

DATE	LOCATION	VOR/VOT FACILITY	NO. 1 VOR ± ERROR	NO. 2 VOR ± ERROR	PILOT SIGNATURE	FIRE EXT CHECKED (SEE NOTE 2)
4-23-13	COU	DUEL	±0	±0	[redacted]	MW
5/15/13	LIB	DUAL	±0	±0		D.P.
6/25/13	SUM	DUAL	±0	±0		KB
7/11/13	MKC	VOT	±0	±0		MW
9/6/13	LIB	Dual	±1	±1		JG
10/29	LIB	DUAL	±0	±0		JG
11-2013	BKG	DUAL	±1	±1		SS
12.17.13	MKC	VOT	±1	±1		A.L.
1-14-14	ORF	DUAL	±1	±1		RN
2-13-14	LIB	DUAL	±1	±1		JG
3-12-14	PNU	DUAL	±1	±1		SS
4-10-14	MKC	VOT	0	±1		MF
6/19/2014	FBC	Dual	∅	∅		RW
7-18-14	HNN	DUAL	±0	±1		JK
8-21-14	SHB	DUAL	∅	∅		KM
10-1-14	MKC	VOT	∅	∅		MF

- **Note 1:** For IFR operations the VOR equipment must be operationally checked within the preceding 30 days and found to be within the limits prescribed in FAR 91.171. This table is to record the results of the VOR check and is to remain in the Aircraft Maintenance Log.

- **Note 2:** Fire extinguisher inspection should be performed monthly or more frequently if circumstances dictate. Extinguisher should be checked to see it is not damaged, discharge outlet is not blocked, is fully charged, seal is not broken, and operating instructions are clearly visible.

CENTRAL AIR SOUTHWEST

CA FORM 26A
REV: 12/30/08

AIRCRAFT: N 30mB

AIRCRAFT MAINTENANCE LOG

Pilots or Mechanics are to use the Aircraft Maintenance Log to record any mechanical irregularities. Mechanics are to record corrective action taken, and to sign maintenance release. Send the completed original (white copy) to: Central Air Southwest Attn: DOM. Stamped, addressed envelopes are located in the storage area of Aircraft Maintenance Log.

DATE	AIRCRAFT MECHANICAL DISCREPANCY (List by Item No.)	HOUR METER	NAME
8/12/14	RT engine RT mag is inop	6756.2	Donald Schon

DATE	ACTION TAKEN (List by Item No.)	HOUR METER	MAINTENANCE RELEASE (Mechanic signature & Certificate Number)
8/12/14	removed RT engine RT mag P# 10-600616-3	6756.2	[redacted]
	S# E08AA266R and installed serviceable mag		
	P# 10600616-3 S# E08FA033R with New gaskets		
	and Timed to engine.		

AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

CA FORM 1001R

AIRCRAFT# 30MB **A/C TT** 26106.5 **HOBBS** 6715.5 0.0 **DATE:** 4-10-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
1010	AAIP	Phase1		0/125
1011	AAIP	Phase2		0/375
1012	AAIP	Phase3		4-30-15
7070	Spark plugs	REM38E		
3040	Propeller	HC-C34R-2UF	CK5076B	1717.9/682.1/5-31-17
2045	oil change	XC20W50		
3045	oil change	XC20W50		
00				

DESCRIPTION OF WORK PERFORMED: Completed AAIP Phase 1, 2&3. All descrepancies cleared

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] **A&P:** [redacted]

APPROVED AIRCRAFT INSPECTION PROGRAM
Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 4-3-14 **HOUR METER:** 6715.5

AIRCRAFT:N 30MB **SERIAL NO:** 1453-160

The initialed items were completed or inspected by:

MECHANIC Kloepper **FAA LICENSE NO:** [redacted]

PHASE: III

CHECK **AIRFRAME-AAIP MAIN GEAR PHASE 1 (TO BE DONE EVERY 125 HOURS)**

WK 1. Place aircraft on jacks, use weighted tail stand support. (Min. wt. 300#)

2. Remove the Main Landing Gear Wheels. Check the condition and security of the following items. (Reference Cleveland Kit 199-122 Maintenance Instructions)

WK A. Tire—cuts, flat spots, tread life, and proper inflation.
WK B. Wheels—cracks, missing or loose mounting hardware.
WK C. Brake disc—distortion, warpage, dishing.
WK D. Brake housing--leakage.
WK E. Brake linings—wear.
WK F. Wheel bearings and races—scratches, distortion, clean and repack.
WK G. Reinstall Main Landing Gear Wheels.

3.Check the condition and security of the following items on the Main Landing Gear

WK A. Strut—leakage and service.
WK B. Scissors—worn bushings.
WK C. Drag links.
WK D. Cord bungees—deteriorated or frayed.
WK E. Micro switches.
WK F. Retract cylinder--leakage.
WK G. Yoke.
WK H. Main landing gear truss.
WK I. Air cylinder for pressure (300 psi "0" gauge check).

WK 4. Lubricate all zerk fittings.

CHECK **NACELLE PHASE 1 (TO BE DONE EVERY 125 HOURS)**

1. Check the condition and security of the following:

WK A. All fluid carrying lines—leakage, routing, chafing.
WK B. All electrical units, connections, and wire bundles—routing, chafing and corrosion.
WK C. Main gear doors, arms, and bearings—wear, loose.
WK D. Hydraulic accumulator assembly (600 psi).
WK E. Hydraulic reservoir, check fluid level.
WK F. Hyraulic filter, clean or replace every 500 hours.
WK G. Control cables—routing, fraying
WK H. Pulleys and pulley brackets.
WK I. Structure.
WK J. Uplock assembly—leakage.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — STATION 5.5 FORWARD PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. 5.5 inspection door left side-check following for condition and security:
   - WK A. Power brake valves—leakage.
   - WK B. Hydraulic lines and fittings—leakage, routing.
   - WK C. All structure.
   - WK D. Rudder buss cable.
   - WK E. Heater ducts.

2. 5.5 inspection door right side-check the following for condition and security:
   - WK A. Heater relays.
   - WK B. Nose gear spring bungee.
   - WK C. All structure.
   - WK D. Rudder buss cable.
   - WK E. Heater ducts.

3. Top of nose section-check following for condition:
   - WK A. Heater and heater components.
   - WK B. All electrical units, connections and wire bundles.
   - WK C. #2 junction box.
   - WK D. All structure.
   - WK E. Replace "j" box cover and inspection plates.

CHECK — NOSE GEAR WHEEL WELL PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. Check the condition and security of the following items:
   - WK A. All fluid carrying lines-leakage, routing, chafing.
   - WK B. Doors actuating rods and rod ends—loose, rig.
   - WK C. Nose steering bypass valve—leakage.
   - WK D. All fluid carrying lines—leakage, routing, chafing.
   - WK E. Heater fuel train—leakage.
   - WK F. All structure.
   - WK G. Micro switches

CHECK — NOSE GEAR PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. Check the condition and security of the following items:
   - WK A. Nose wheel and tire—cuts, flat spots, proper inflation.
   - WK B. Wheel bearings and races—scratches, deterioration.
   - WK C. Retract cylinder--leakage.
   - WK D. Drag links.
   - WK E. Nose strut trunion.
   - WK F. Scissors—worn bushings.
   - WK G. Steering cylinder--leakage.
   - WK H. Lubricate and replace wheel.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	GEAR RETRACTION TEST PHASE 1 (TO BE DONE EVERY 125 HOURS)
WK	1. Install external hydraulic pump.
	2. Check for operation of the following items:
WK	A. Gear safe lights.
WK	B. Position indicator.
WK	C. Gear warning horn sounds with both throttles and gear in transit or up and locked.
WK	D. Heater blower for cut out with gear in transit or up and locked.
WK	3. Main landing gear for clearance.
WK	4. Gear uplock mechanism.
WK	5. Nose gear for clearance.
WK	6. Fairing nose gear and main gear doors.
WK	7. Emergency gear extension—bleed hydraulic pressure to 0, nose gear should extend and lock actuate gear handle down.
WK	8. Gear handle in down and locked position 3 green lights.
WK	9. Remove external hydraulic pump and hook up lines.
WK	10. Remove airplane from jacks.

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APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — STATION 5.5 TO 134-PHASE 2 INSPECTION (TO BE DONE EVERY 375 HOURS)

1. With center floor removed, check the following items for condition and/or clearance:
   - WK A. All fluid carrying lines.
   - WK B. Control cables—grayed, corrosion.
   - WK C. Idler pulleys.
   - WK D. Elevator push/pull rods, idler tube and stops.
   - WK E. Aileron sprockets and drum assembly.
   - WK F. Rudder torque tube.
   - WK G. Engine control cable pulley cluster.
   - WK H. Structure.
   - WK I. Drain holes (open).
   - WK J. Friction locks.

2. Check control column:
   - WK A. Freeness of operation.
   - WK B. Attach points--secure.
   - WK C. Check chain and sprockets (lubricate lightly).

WK 3. Rudder pedals.

CHECK — PHASE 3 INSPECTION (TO BE DONE ONCE A YEAR)

4. Check the following items for condition and/or clearance behind instrument panel
   - WK A. All fluid carrying lines and tubing.
   - WK B. All electrical connections, bundles, and cannon plugs.
   - WK C. Heater distribution box.
   - WK D. Hot air and fresh air inlets--operation.
   - WK E. Parking brake valve—leakage, operation.
   - WK F. Instrument panel shock mounts.

WK 5. Drop trim panel- switch panels and circuit breaker panels. Check loose connections, wire routing.

CHECK — STATION 5.5 TO 134-PHASE 2 INSPECTION (TO BE DONE EVERY 375 HOURS)

WK 6. Check all instruments.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	7. Check field barometric pressure against field elevation on altimeter.
	8. Check the following items for condition:
WK	A. Windshield—crazing, cracks, or distortion.
WK	B. Pilot and Copilot seats and seat belts.
WK	C. Cargo restraint system, nets, cargo floor, and side panels.
WK	D. All side windows—crazing, cracks, or distortion.
WK	E. Cabin and crew door:
WK	1) Hinges.
WK	2) Operation of latch.
WK	3) Seals.

CHECK	STATION 134 TO 165-PHASE 2 INSPECTION (TO BE DONE EVERY 375 HOURS)
WK	1. Remove floor and side panels in baggage compartment.
	2. Check for the following condition and/or clearance:
WK	A. Control cables.
WK	B. Fair leads.
WK	C. Tubing.
WK	D. Structure.
WK	E. Drain holes.
WK	F. Baggage compartment bulkhead--check condition.
WK	G. Door—latched and secured for cargo installations.
WK	H. Evidence of fuel leakage.
WK	I. Fuel sump vapor box.
WK	J. Center fuel system liquidometer cannon plug.

CHECK	STATION 165 TO 363-PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1. Open battery compartment door.
WK	2. Check upper and lower pulley cluster at station 165.
WK	3. Visual condition of cables.
	4. Check the following electrical units for condition and security:
WK	A. All cannon plugs.
WK	B. All electrical bundles (clamps, connections, etc).
WK	C. Master powerpanel—loose connections of wires and fuses.
WK	D. Flap potentiometer.
WK	E. Voltage regulators—loose connections.
WK	F. Boost pump resistor.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — STATION 165 TO 363-PHASE 1 INSPECTION (Continued)
(TO BE DONE EVERY 125 HOURS)

WK — 5. Flap actuating cylinder leakage, attach fittings.

WK — 6. Flap master, primary sheave and connecting rod—evidence loose or bent attachment

WK — 7. Vacuum regulators and warning switches—filters clean.

WK — 8. Structure.

9. Pull batteries out:

WK — A. Check open current voltage, if below 25.5, charge battery.
WK — B. Lubricate tracks and bayonets.
WK — C. Check for evidence of battery spills and corrosion—clean and neutralize.

CHECK — EMPENNAGE PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)

1. Check the following items for condition and security:

WK — A. Rudder and elevator transmitter.
WK — B. Rudder hinges and attach points.
WK — C. Elevator hinges and attach points.
WK — D. Elevator trim tabs and attach points, actuator support bracket per SB-198A.
WK — E. Rudder torque tube and stops.
WK — F. Trim tab sprockets and flexible shafts.
WK — G. Trim tab chain.

WK — 2 Secure batteries.

CHECK — WINGS PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)

1. Check the following items for condition:

WK — A. Inboard and outboard flaps—worn bearings, proper rig, attach points, slave pulley.
WK — B. Aileron bell cranks.
WK — C. Fuel fill port security of restrictor and anti siphon valve.
WK — D. Wing tips (Reflectors).

CHECK — WINGS PHASE 3 INSPECTION (TO BE DONE ONCE A YEAR)

1. Check the following items for condition:

WK — A. Tubing.
WK — B. Electrical bundles.
WK — C. Skin, internal structures.
WK — D. Cables visible thru flap wells, routing, frayed or chafed.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — COMPLETE INSPECTION WITH PHASE 1 INSPECTION
(TO BE DONE EVERY 125 HOURS)

1. Check the control surfaces for freedom of movement, condition of bearings, and ground strap security of attach fittings.
   - WK A. Check rudder travel.
   - WK B. Check elevator travel.
   - WK C. Check trim tab travel
   - WK D. Check aileron travel
   - WK E. Check flap travel.
- WK 2. Replace all inspection plates.
- WK 3. Clean cabin area.
- WK 4. Replace carpet, seats, etc.
- WK 5. Check avionics for security.
- WK 6. Check all antennas for security and corrosion at coax connection.
- WK 7. Fuel and oil caps secured.
- WK 8. Airplane clean outside, windows clean.
- WK 9. Landing lights operation.
- WK 10. Position lights operation.
- WK 11. Anti-collision light operation.

CHECK — CABLE TENSION & CONTROL SURFACE TRAVEL CHECK PHASE 3
(TO BE DONE ONCE A YEAR)

1. Check the control surfaces proper travel:
   - WK A. Rudder left and right 20 degrees +2,-0/ 9.46 to 10.4 inches.
   - WK B. Rudder Trim left and right 26 degrees +2,-0/ 4.39 to 4.73 inches.
   - WK C. Elevator Up 30 degrees +1,-0/ 10.16 to 10.49 inches.
     Down 10.degrees +2,-0/ 3.42 to 4.10 inches.
   - WK D. Elevator trim Up 2.5 degrees+2,-0.5/ 0.25 to 0.54 inches.
     Down 26 degrees +2,-0/ 2.93 to 3.13 inches.
   - WK E. Aileron Up 23 degrees +2,-2/ 4.74 to 5.64 inches.
     Down 15 degrees +2,-2/ 3.40 to 3.82 inches.
   - WK F. Flaps Inbound Down 40 degrees +2,-2/ 12.37 to 13.62 inches.
   - WK G. Flaps Outbound Down 40 degrees +2,-2/ 10.09 to 11.11 inches.

2. Check the following for proper cable tension:
   - WK A. Rudder 60 ±2 pounds.
   - WK B. Rudder Trim 15 ±1 pound.
   - WK C. Elevator 40 ±2 pounds.
   - WK D. Elevator Trim 15 ±1 pound.
   - WK E. Aileron 40 ±2 pounds.
   - WK F. Flaps Inbound 90 ±10 pounds.
   - WK G. Flaps Outbound 70 ±7 pounds.
   - WK H. Prop Governor 10 +0,-2 pounds.
   - WK I. Engine controls 15 ±2 pounds.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK — AVIONICS PHASE 3 (TO BE DONE ONCE A YEAR)

COMMUNICATIONS
Check audio panel for operation of switches.

WK — 1. Turn each system on and verify position On-Off control and security of control knobs.
WK — 2. Check for proper squelch operation.
WK — 3 Check that all whole and fractional megahertz frequencies can be dialed in, on both transmitters. Frequency selectors should operate smoothly, free from binding, and with a positive detent in each position.
WK — 4. Check transmitters for clarity and modulation.
WK — 5. Tune Comm. to local A.T.I.S. and check receiver for clarity.
WK — 6. Repeat Step 4 for #2 Comm.

VOR NAVIGATION

WK — 1. Turn system on and verify positive On-Off control, and security of knobs.
2. Using at Test Signal per FAR 91-171 (b) for the following:
WK — A. Flag operation.
WK — B. To-From operation.
WK — C. Check course accuracy to within ±2 degrees of selected bearing. RMI VOR accuracy to within ±3 degrees.
WK — D. Check reciprocal error to within ±3degrees.
WK — E. Check course width for 10 degrees deflection right and left of center.

MARKER BEACON

WK — 1. Select "test" position and verify proper visual indications.

ELT

WK — 1. Inspect battery connection for corrosion and proper connection. Verify ELT expiration date.
WK — 2. Actuate the ELT crash sensor using applied force. Verify the presence of signal radiation through the ELT antenna. (NOTE: This test may be conducted using an AM broadcast receiver held about 6 inches from the ELT antenna or a local control tower can verify operational capability.)
WK — 3. Reinstall ELT into its mount and verify proper direction for crash activation.
WK — 4. Inspected ELT in accordance with FAR 91.207(d).

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	DE-ICE EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1 Check pitot heat L & R, operation and placards.
WK	2. Check stall warning heat operated from right pitot heat circuit. Again, pitot heat should be on limited time. Stall warning heat element on lower surface.
WK	3. Check heater for operation. Check for fumes in cockpit, heat controls, check igniter plug, spark, ground electrode. Check for excess black deposits on aircraft belly indicating sticking combustion air relief valve.
WK	4. Remove heater fuel strainer, clean, install, and resafety. Always, after heater check, shut off fuel and continue to run blower until exhaust cools.
WK	5. Check fuel vent fairing for security of attachment, cracks and deterioration or damage. Check that fuel vent protrudes from wing not more than one inch.
	TKS SYSTEM
WK	7. Check operation of system. Reference Airplane Flight Manual Supplement, TKS Ice Protection System before starting engines. (Page 7)
WK	8. Check security of leading edge porous panels and presence of fluid flow.
WK	9. Check in equipment pallet for security of installation and evidence of fluid leakage of pumps, filters, pressure switch, and tank

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PLACARD AND EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	1. Tow limit markings.
WK	2. Fuel quantity and minimum fuel marking by filler cap.
WK	3. Fuel cap painted red.
WK	4. Hydraulic door placard.
WK	5. Blow down bottle pressure markings.
WK	6. Static port placards.
WK	7. Battery door placard.
WK	8. External power receptacle placard.
WK	9. ELT location placard.
WK	10. Instrument markings, per AFM.
WK	11. Cabin freight station markings: 128", 168", 200", and 241" if applicable.
WK	12. Cabin door Wt. & BAL. Placard: "Spread heavy loads over 2 square feet."
WK	13. Cabin door cargo placard: "This cargo aircraft has been certified to carry 1500 pounds in the cabin area." (Due to floor structural limits, do not exceed 100 pounds per square foot.)
WK	14. All switches identified/placarded.
WK	15. All airplane Flight Manual placards.
WK	16. Check Registration, Airworthiness
AT	17. Check "Aircraft Maintenance Log" (Metal Folder behind co-pilot seat), padded book of CA Form 26A's and VOR Check Log Form, Complete Aircraft Status and Maintenance Release. Remove previous sheets.
WK	18. Check (AFM) Airplane Flight Manual (Red 3 ring 1" binder behind co-pilot seat, check supplementary data, and weight and balance data. Current revision number.

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK	PLACARD AND EQUIPMENT INSPECTION PHASE 1 INSPECTION (TO BE DONE EVERY 125 HOURS)
WK	19. Check for cargo net and ladder.
WK	20. Check for spare starter under co-pilot seat, optional.
WK	21. Check fire extinguisher for damage, discharge outlet is not blocked, proper pressure, safety pin is in place, security and accessibility of mounting.
WK	22. Magnetic compass check; fluid level, check for leaks and correction card.
WK	23. Gyro instrument inlet filter, clean or replace every 500 hours.
WK	24. Discrepancy Sheet Control – Circle the page number of sheets as they are used. (1) 2 3 4 5 6 7 8 9 10
WK	25. All discrepancies cleared on attached CAForm 1004

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AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30MB 2) AIRCRAFT HOUR METER: 6715.5

3) AIRFRAME: X LEFT ENGINE: S/N _____

RIGHT ENGINE: S/N _____

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH. INT.	DATE
WK	Position light switch does not flip on (locked up)	Replaced switch	WK	4-4-14
WK	Fuel cap O-ring cracked & worn	Replaced Fuel cap O-ring	WK	4-3-14
WK	Heater Spark plug & old ignition lead wire worn	Replaced Spark plug & ignition lead	WK	4-4-14
WK	Heater blower switch does not stay on	Replaced Switch	WK	4-4-14
WK	right Inboard Flap cable tension out of tolerance	Rerigged Flap Cables	WK	4-8-14
WK	left Aileron outboard bonding strap broken off	Replaced Bonding Strap	WK	4-7-14
WK	Right main wheel outboard race loose	Replaced wheel hub Reinstalled tire	WK	4-8-14

APPROVED AIRCRAFT INSPECTION PROGRAM

Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 4-4-19

AIRCRAFT: 30MB HOUR METER 6715.5

ENGINE/LEFT: ✓ RIGHT: _____ SERIAL NO: RL-232-48

The initialed items were completed or inspected by:

[redacted] Mechanic [redacted] FAA License #

CHECK POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)

1. Complete ground operation check on engine. Feather propeller when stopping engine.
2. Drain oil.
3. Remove cowling.
4. Remove, clean, reinstall & safety:
   - A. Oil pressure screen.
   - B. Oil sump screen.
   - C. Check oil dipstick/marked left engine-right engine.
5. Check condition and security of the following:
   - A. Engine accessories.
   - B. All fluid carrying lines for chafing, routing and leakage. Comply with AD2011-26-04, effective date 01/25/2012 in accordance with AMOC dated Aug. 14, 2008 (escalated to 125 hour interval) and AMOC dated 10-12-2012 in accordance with Lycoming Service Bulletin 342D (awaiting Rev. G of Lycoming Service Bulletin 342).
   - C. Cooling shrouds.
   - D. Firewall.
   - E. Firewall bellcranks, pulleys, pulley brackets, fittings.
   - F. Push pull rods.
   - G. Magnetos—loose mounting, missing screws.
   - H. Starter—loose mounting, electrical connection.
   - I. Alternator—loose mounting, broken brackets, proper belt tension, brush service life.
   - J. Engine baffles—proper fit.
   - K. Loose or missing cylinder hold down nuts.
   - L. Propeller governor cable for operation and rig.
   - M. Engine mounts—loose rivets, cracks.
   - N. Lord mounts—deterioration or separation.
   - O. Induction alternate air doors for operation and rigging.
   - P. Ignition leads, electrical leads, and cannon plugs for chafing and routing.
   - Q. Cowling—cracks, fit, seals.
   - R. Remove lower spark plugs and take differential compression.
     Record:
     #1 79 #2 79 #3 79 #4 79 #5 79 #6 79

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK

POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)

- S. Exhaust stacks and clamps—cracks, leakage.
- T. Cowl flaps and motor—operation, rigging.

- 6. Spark plugs—clean, gap, test, and rotate.
- 7. Cigarettes—clean, insulation
- 8. Magneto timing Left NA Right NA
  (20 degrees BTC ±3 degrees within 1 degree of each other.)
- 9. Induction air filter screens—deterioration, free from obstruction.
- 10. Service oil tank.
- 11. Service fuel servo and firewall screen.
- 12. Pressure check fuel system and operation of fuel shutoff valves.

CHECK

PROPELLER-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)

Propeller Serial No CH5153B

- 13. Check for condition and security of the following items:
  - A. Spinner—index and remove, cracks
  - B. Spinner bulkhead—cracks.
  - C. Stop pins and linkage—freedom of movement, interference.
  - D. Blades and hub—nicks, cracks, loose.
  - E. Blade clamps—cracks, leakage.
  - F. Check prop boots for wear and security.
  - G. Check T.K.S. feed lines for security and clearance.
- Lubricate propeller. (Remove one grease zerk to avoid damaging seals.).
- Propeller blade travel—binding, interference.
- Reinstall propeller spinner.
- Propeller governor—leakage, rig.

- 14. Wash engine, cowling, nacelle, and main landing gear.
- 15. Replace cowling.
- 16. Perform Operational Check.
- 17. Check for oil leaks.
- 18. Discrepancy Sheet Control—Circle the page number of sheets as they are used. 2 3 4 5
- 19. All discrepancies are cleared on attached CA Form 1004.

DATE: 4-10-14 Engine TSO 1733.2

I certify that I have inspected this engine and propeller in accordance with Central Air Southwest's AAIP, Phase 1.

Signed: [redacted] A&P: [redacted]

AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30118 2) AIRCRAFT HOUR METER: 6715.5

3) AIRFRAME: _____ LEFT ENGINE: S/N RL-7332-4C

RIGHT ENGINE: S/N _____

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH. INT.	DATE
DT	spiner cracked	changed spiner	DT	4-4

APPROVED AIRCRAFT INSPECTION PROGRAM

Reference to Aero Commander Maintenance Manual for clearance, tolerances, and other pertinent information.

DATE: 4-4-14

AIRCRAFT: 30NB HOUR METER 6715.5

ENGINE/LEFT: _____ RIGHT: ✓ SERIAL NO: L-14965-48

The initialed items were completed or inspected by:

[redacted] _____ _____ [redacted] _____

Mechanic FAA License #

CHECK **POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)**

1. Complete ground operation check on engine. Feather propeller when stopping engine.
2. Drain oil.
3. Remove cowling.
4. Remove, clean, reinstall & safety:
   - A. Oil pressure screen.
   - B. Oil sump screen.
   - C. Check oil dipstick/marked left engine-right engine.
5. Check condition and security of the following:
   - A. Engine accessories.
   - B. All fluid carrying lines for chafing, routing and leakage. Comply with AD2011-26-04, effective date 01/25/2012 in accordance with AMOC dated Aug. 14, 2008 (escalated to 125 hour interval) and AMOC dated 10-12-2012 in accordance with Lycoming Service Bulletin 342D (awaiting Rev. G of Lycoming Service Bulletin 342).
   - C. Cooling shrouds.
   - D. Firewall.
   - E. Firewall bellcranks, pulleys, pulley brackets, fittings.
   - F. Push pull rods.
   - G. Magnetos—loose mounting, missing screws.
   - H. Starter—loose mounting, electrical connection.
   - I. Alternator—loose mounting, broken brackets, proper belt tension, brush service life.
   - J. Engine baffles—proper fit.
   - K. Loose or missing cylinder hold down nuts.
   - L. Propeller governor cable for operation and rig.
   - M. Engine mounts—loose rivets, cracks.
   - N. Lord mounts—deterioration or separation.
   - O. Induction alternate air doors for operation and rigging.
   - P. Ignition leads, electrical leads, and cannon plugs for chafing and routing.
   - Q. Cowling—cracks, fit, seals.
   - R. Remove lower spark plugs and take differential compression. Record:

#1 76 #2 78 #3 70 #4 78 #5 76 #6 75

APPROVED AIRCRAFT INSPECTION PROGRAM

CHECK **POWERPLANT-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)**

- S. Exhaust stacks and clamps—cracks, leakage.
- T. Cowl flaps and motor—operation, rigging.
- 6. Spark plugs—clean, gap, test, and rotate.
- 7. Cigarettes—clean, insulation
- 8. Magneto timing Left 23 Right 23
  (20 degrees BTC ±3 degrees within 1 degree of each other.)
- 9. Induction air filter screens—deterioration, free from obstruction.
- 10. Service oil tank.
- 11. Service fuel servo and firewall screen.
- 12. Pressure check fuel system and operation of fuel shutoff valves.

CHECK **PROPELLER-AAIP PHASE 1 (TO BE DONE EVERY 125 HOURS)**
Propeller Serial No HK4567A-0K6076B

- 13. Check for condition and security of the following items:
  - A. Spinner—index and remove, cracks
  - B. Spinner bulkhead—cracks.
  - C. Stop pins and linkage—freedom of movement, interference.
  - D. Blades and hub—nicks, cracks, loose.
  - E. Blade clamps—cracks, leakage.
  - F. Check prop boots for wear and security.
  - G. Check T.K.S. feed lines for security and clearance.
- Lubricate propeller. (Remove one grease zerk to avoid damaging seals.).
- Propeller blade travel—binding, interference.
- Reinstall propeller spinner.
- Propeller governor—leakage, rig.
- 14. Wash engine, cowling, nacelle, and main landing gear.
- 15. Replace cowling.
- 16. Perform Operational Check.
- 17. Check for oil leaks.
- 18. Discrepancy Sheet Control—Circle the page number of sheets as they are used. 1 2 3 4 5
- 19. All discrepancies are cleared on attached CA Form 1004.

DATE: 4-10-14 Engine TSO 1573.2

I certify that I have inspected this engine and propeller in accordance with Central Air Southwest's AAIP, Phase 1.

Signed: [redacted] A&P: [redacted]

AIRCRAFT DISCREPANCY SHEET

APPROVED AIRCRAFT INSPECTION PROGRAM

1) AIRCRAFT: N 30MB 2) AIRCRAFT HOUR METER: 6715.5

3) AIRFRAME: _____ LEFT ENGINE: S/N _____

RIGHT ENGINE: S/N L-14565-48

4) PAGE NUMBER: 1

INT	DISCREPANCY	ACTION TAKEN	MECH. INT.	DATE
MB	spark plugs worn out	installed new plugs	MB	4-8
MB	prop due 0/H	replaced prop with s/n CK5076B	MB	4-7

AIRCRAFT MAINTENANCE RECORD
COMPUTER ENTRY FORM

CA FORM 1001R

AIRCRAFT# 30MB **A/C TT** 26108.2 **HOBBS** 6715.5 6716.7 **DATE:** 4-14-14

ACC CODE	COMPONENT	PART NUMBER	SERIAL NUMBER	DATE/TIME TO BE REMOVED/TBO
1015	ALT/STATIC SYSTEM	FAR 91.411	0127699	4-30-16
1020	TRANSPONDER	FAR 91.413	23667	4-30-16

DESCRIPTION OF WORK PERFORMED: CERTIFIED ALT/STATIC SYSTEM TO 20,000 FT IAW FAR 43 APPE (a-c). CERTIFIED X-PONDER IAW FAR 43 APPF. KANSAS AVIONICS, LLC W.O. 1464 CRS K66R900Y (ATTACHED)

I hereby certify that I have performed the above referenced work in compliance with Federal Aviation Regulations and general accepted maintenance procedures and the aircraft or components named is/are approved for return to service.

SPECIAL NOTE: If yellow or green tag is with component, please attach to sheet here.

Signed: [redacted] **A&P:** [redacted]

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	080714

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
AIRCRAFT ACCESSORIES OF OKLAHOMA 2740 North Sheridan Rd Tulsa, OK 74115 **CRS# RV3R829L**	WO7913

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	GOVERNOR	210428	1	1484128F	**OVERHAULED**

12. Remarks:

THE PART IDENTIFIED ABOVE WAS OVERHAULED IN ACCORDANCE WITH FAA APPROVED DATA. THERE ARE NO APPLICABLE AIRWORTHINESS DIRECTIVES. WORK ORDER WO7913 SHOWING THE ACTUAL WORK PERFORMED IS ON FILE AT THIS FACILTY

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
		[redacted]	RV3R829L
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
		Danny Sitzman	07-Aug-2014

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a 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.

Aircraft Accessories

OF OKLAHOMA, INC.
FAA APPROVED REPAIR STATION
CRS # RV3R829L
2740 N. SHERIDAN - TULSA, OK 74115
800-255-9924 - PH. 918-835-9924 - FAX 918-835-3681

SERVICE BULLETINS 33574B
AD's
O/H MANUAL # 33169 & TSP197

P.O.#
SHIP VIA

MAINTENANCE TRAVELER

OVERHAUL ~~REPAIR~~ ~~EXCHANGE~~ ~~SALE~~

CUSTOMER Central Air Lines WORK ORDER # WO 7913 DATE 8-7-14

GOVERNOR
Constant Speed

P/N 210428 MFG. WOODWARD S/N 1484128F

Drive Gear ok Idler Stud ok Speeder Spring ok Spool ok Idler Gear ok Idler Bearing RPL Relief Spring ok
Cap ok Sp. Adj. Shaft ok Housing ok Relief Valve ok Flyweight ok Sp. Rack ok Control Arm —
Return Spring ok Flyweight Pins ok Assemble RE Test RE

Feathering ✓ Unfeathering — Synchronized —

Magnetic Pickup — Coil — Motor — Potentiometer — Micro SW — Lift Rod ok Unfeathering Rod —
Unfeathering Valve — Unfeathering Actuator — Assemble RE Test RE

Turbo — Primary — Over-speed —

Spring Reset — Pitch Lock Solenoid — Lever Assy. Reset Post — Reset Switch — Orifice Bleed Air —
Lever Bleed Air — Feather Switch — Lever Assy. Orifice — Link Bleed Air — Plunger Beta Valve —
(Shaft Airbleed Reset) — Pin Locating — Return Spring Air Bleed Link — Eccentric Reset —
Assemble — Test —

PART # & NAME	P.O.#	QUANTITY	COST
210036 ✓ BRNG		1	
180231 ✓ BRNG		1	
~~210216 RACE~~		~~1~~	
~~196203 FLY WTS~~		~~16~~	
~~210112 PINS~~		~~4~~	
206336 ✓ SEAL		1	
1364-030 ✓ SEAL		1	
206337 ✓ GASK		1	
206552 ✓ GASK		1	
210187 ✓ GASK		1	
186320 ✓ GASK		1	
230623 ✓ GASK		1	

LABOR
PARTS
SUBTOTAL
TAX
FREIGHT
TOTAL

[redacted] MECHANIC

[redacted] INSPECTOR

1. Approving National Aviation Authority/Country: FAA/UNITED STATES	2. **AUTHORIZED RELEASE CERTIFICATE** FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number: AA102512
4. Organization Name and Address: AIRCRAFT ACCESSORIES OF OKLAHOMA INC. 2740 North Sheridan Tulsa, OK 74115		5. Work order/Contract/Invoice Number: WO12-00640

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status / Work:
1	RS10B1 FUEL SERVO	391787-4	N/A	1	40244	OVERHAULED

13. Remarks: THE PART IDENTIFIED ABOVE WAS OVERHAULED IN ACCORDANCE WITH FAA APPROVED DATA. THERE ARE NO APPLICABLE AIR WORTHINESS DIRECTIVES. WORK ORDER WO12-00640 SHOWING THE ACTUAL WORK PERFORMED IS ON FILE AT THIS FACILITY.

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 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.

Authorized Signature	16. Approval Authorization No:	20. Authorized Signature: [redacted]	21. Approval Certificate Number: RV3R829L
me (Typed or Printed):	18. Date:	22. Name (Typed or Printed): RICHARD POPPLEWELL	23. Date: October 25, 2012

User/Installer Responsibilities

nt to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.
ser/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in
ssential that the user/installer insures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in

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

(6-01) * Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	082614

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
AIRCRAFT ACCESSORIES OF OKLAHOMA 2740 North Sheridan Rd Tulsa, OK 74115 **CRS# RV3R829L**	WO 8131

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	SERVO	391787-4	1	40244	REPAIRED

12. Remarks:

THE PART IDENTIFIED ABOVE WAS REPAIRED IN ACCORDANCE WITH FAA APPROVED DATA. THERE ARE NO APPLICABLE AIRWORTHINESS DIRECTIVES. WORK ORDER 8131 SHOWING THE ACTUAL WORK PERFORMED IS ON FILE AT THIS FACILTY

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☑ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: [redacted]	14c. Approval/Certificate No.: RV3R829L
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): Danny Sitzman	14e. Date (dd/mmm/yyyy): 26-Aug-2014

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the ·tional regulations by the user/installer before the aircraft may be flown.

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	C-7098

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Kelly Aerospace Power Systems, 1400 E. South Blvd., Montgomery, AL 36116 (9KPR369B)	M1408-32

6. Item	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	FUEL PUMP	RG9080J1	1	C-7098	OVERHAULED

12. Remarks:

OVERHAULED IN ACCORDANCE WITH CRANE/LEAR ROMEC COMPONENT MAINTENANCE MANUAL REV.3 01/06/1995.

FULL DETAILS OF WORK CARRIED OUT PER WORK ORDER NO. M1408-32

CERTIFIES THAT THE WORK IN BLOCK 11/12 WAS CARRIED OUT IN ACCORDANCE WITH TITLE 14, CODE OF FEDERAL REGULATIONS, PART 43 AND WITH EASA PART 145. WITH RESPECT TO THAT WORK THE AIRCRAFT COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA APPROVAL CERTIFICATE NUMBER EASA.145.6193 AND BY THE FAA AIR AGENCY CERTIFICATE NUMBER 9KPR369B.

13a. Certifies the items identified above were manufactured in conformity to:		14a. [X] 14 CFR 43.9 Return to Service [X] Other regulation specified in Block 12	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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	
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: [redacted]	14c. Approval/Certificate No.: 9KPR369B
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): STANLEY K. TINDAL	14e. Date (dd/mmm/yyyy): 12 AUG 2014

User/Installer Responsibilities

It is important to understand that the existance of this document alone does not automatically constiture 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 airworhtiness authority accepts parts/components/assemblies from the airworhtiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a 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.