

MAKE: Epic
MODEL: LT
S/N: 029
REG. NO: N669WR
WORK ORDER:
0218-08-2016



Epic Flight Support

Bend, OR 97701
Phone: [REDACTED]

DATE: 8/18/2016
A/C TSN: 822.31
Landings:
FLIGHTTIME: 822.31

Airframe Entries

- Performed condition inspection on airframe. Researched Applicable AD's, which are current through Small Aircraft, Biweekly 2016-16. I certify that I have inspected this airframe in accordance with the scope and detail of the N669WR FAA approved aircraft inspection program dated 12/14/2009 and is in a condition for safe operation.
- Removed Elevator trim tab from aircraft. Discovered all fasteners severely corroded. Treated fasteners with penetrating oil. Attempted to remove fasteners securing hinge to trim tab. Two fasteners are too severely corroded to remove one screw head snapped of leaving screw body in nutplate. Drilled 0.750" in trim tab end caps and removed nutplate strip. Installed 10 new MS21069L3 nutplates on strip using AN426-3-3AD rivets. Reinstalled nutplate strip in trim tab securing with CCR264SS3-3 rivets. Put 1 bid layup of carbon on trailing edge and around the two drilled holes. Primed and painted trim tab. Reinstalled trim tab and ops check good.
- Charged oxygen bottle to 2,100 PSI of aviators breathing oxygen. Charged nitrogen gear blow down bottle to 2,100PSI.
- Replaced Deice Valve with P/N: SMR 2353-06 S/N: 101205. Functional Check OK.
- Patched 3 holes in wing/horizontal deice boots with P/N:4ma1929-03 work done in accordance with B/E REPORT NO. 97-33-047 dated:January 14, 2015 (Rev. 13)
-
- Removed paint and body work from left wing inboard flap closeout. Removed loose paste. Filled gap with Hysol EA9630QT paste. Cured repair in accordance with manufactures instructions. Primed and painted.
- Inspected wing tip. Determined crack to be non structural. Removed cracked adhesive and filled gap with Plexus MA300 adhesive. Touched up paint.
- Removed nose tire, P/N 156E06-1, S/N 73200028. Installed new nose tire, same P/N, S/N 61372238. Serviced to 65 psi with dry nitrogen. Work performed in accordance with the Parker Component Maintenance Manual CM40-243 Rev. C, dated 03-15-2011.
- Disassembled right main wheel. Reassembled wheel with bolts and wheel halves in correct orientation using original tire and new o-rings. Serviced to 110 psi with dry nitrogen. Work performed in accordance with the Parker Component Maintenance Manual CM40-434, Rev. NC.
- Replaced landing gear bypass valve P/N: SS-42GXHF2-BKB. Leak and operation check ok.
- Inspected windscreens in accordance with Epic service letter SL-0013 and found to be okay for service. Next due in 20 hours in service.
- Complied with Epic Service Letter SL-0015, Rev. 1, dated Aug. 21, 2015 by inspection and replacement of auto pilot servos. Removed roll servo, P/N 8100-24, S/N 081126-8100-024-005. Installed overhauled roll servo, same P/N, S/N 130827-8100-024-002. Removed yaw servo P/N 8100-024, S/N 090114-8100-024-002. Installed overhauled yaw servo, same P/N, S/N 206547. Ops check ok. Next inspection due in 12 calendar months. Next overhaul due in 800 hours. Pitch servo P/N 8100-052, S/N 1310013-8100-52-001 previously installed under Epic Flight Support WO# 0121-07-2015 at ACTT 648.41. Next overhaul due 1448.41 hours.
- Epic service letter SL-0016 found previously complied with.
- Found possible disbonding on all side windows. Pressure tested airframe to check for leak around windows, found minimal leaking. Removed sealant around outside of windows. Re-sealed all side windows with 251 B-1/2.

- Epic Service Letter SL-0014 Cabin door linkage found previously complied with.
 - De-fueled aircraft. Opened both outboard fuel tank access panels. Removed both fuel vents. Fabricated new stainless steel fuel vents with raised bend. Attached new vents and re-sealed both wing tank access panels using 240-B1/2. Filed positive angle on both vents. Re-fueled and leak checked with results satisfactory. All work done with reference to Epic LT Build Manual and AC 43.13 1-B
 - ELT inspected in accordance with CFR 14, 91.207 (d).
 - Troubleshoot control yoke catch to a very slight amount of movement on forward connection of yoke shaft. Inspected security of (4) attaching screws and verified safety wire. No action required at this time.
 - Installed new cup and cone bearings on non valve side of nose wheel. Work performed in accordance with the Parker Component Maintenance Manual CM40-243 Rev. C, dated 03-15-2011.
 - Filed throttle quadrant cover to allow full travel of propeller control.
 - Set Elevator cable tension to 23lbs and safetied turnbuckles with clips.
 - Replaced (1) loose ring terminal securing elevator bridal cable end with Nico-press sleeve and set cable tension to 14lbs. Operated elevator and autopilot. Ops check OK.
 - Replaced gear blow-down accumulator. Installed Parker P/N: ACP05AA100E1KTD, S/N: 654424-03-1. Hydrostatic testing due: 08/2021
 - Removed aircraft batteries P/N: RG 322 SN 40401965 and S/N: 40401963. Installed P/N: RG 325/30 S/N: Left 40780984, SN Right 40780985.
- Operation Check Complete.
- Updated G900X software to version 17. Removed Garmin cards P/N: 010-00330-43 and installed new P/N: 010-00330-45.


Technicians Who Worked On The Items Listed Above:

Charles Harris, Danielle Phillipson, Drew Meltebeke, Edward Wakefield, Jason Strong, Matt Lynn, Oscar Vessel, Pat Powell, Vincent Watkins

DATE: 8/18/2016

SIGNED:

Work Order: 0218-08-2016

Drew Meltebeke, A&P: 

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From: [REDACTED]@faa.gov
To: [Read Leah](#)
Subject: RE: N669WR
Date: Wednesday, January 4, 2017 4:28:40 PM
Attachments: [image001.gif](#)

ENGINE MODEL (#1): PT6A-67A
ENGINE S/N (#1): PCE-RT0041
REG. NO: N669WR WORK ORDER: 0218-08-2016

Engine #1 Entries

Epic Flight Support

[REDACTED]
Bend, OR 97701
Phone [REDACTED]

DATE:
8/17/2016
Airframe
TT:
822.31
ENG
TT
(#1):
822.31
ENG
TC
(#1):
414
FLIGHTTIME:
822.31

- Performed condition inspection on engine. Electrosonic cleaned, inspected and leak checked p3 filter. Cleaned and inspected oil filter screen. Replaced discharge filter element on fuel pump with P/N 3059779-01. Inspected AGB internal inlet screen. Replaced pilot side igniter P/N CH34055. All work done in accordance with Pratt and Whitney Maintenance Manual Part No. 3036132, Revision No. 52.0, Dated MAR 07/2016. Researched Applicable AD's, which are current through Small Aircraft, Biweekly 2016-16. I certify that I have inspected this engine in accordance with the scope and detail of the N669WR FAA approved aircraft inspection program for Epic LT S/N 029 dated 12/14/2009 and is in a safe condition for operation.
- Performed Compressor and Turbine desalination rinse in accordance with P&WC MM 3036132, Revision No. 52.0, Dated MAR 07/2016.
- Replaced crush gasket on oil temperature probe. Torqued gasket and safetied. All work performed with reference to AC43.13-1B and Epic LT build manuals.
- Stop drilled two cracks on the approx. 9 o'clock position engine fireseal bracket.

Technicians Who Worked On
The Items Listed Above: Charles
Harris

DATE: 8/17/2016 SIGNED: Work Order: 0218-08-2016
Charles Harris, A&P: [REDACTED] Printed by EBis 3 (datcomedia.com)

Respectfully

James "Jay" Davidson
Principal Avionics Inspector
Orlando FSDO-15

From: Read Leah [mailto:[REDACTED]@ntsb.gov]
Sent: Wednesday, January 04, 2017 4:21 PM
To: Davidson, James E (FAA)
Subject: Re: N669WR

Ok, sounds good. I understand that Hank does not want to release the maintenance log. He doesn't have to, but he does need to make it available for review, which it sounds like he is doing.

PROP MODEL (#1):
HC-E4A-3D/E10477SK
PROP S/N (#1): KX827
REG. NO: N669WR
WORK ORDER:
0218-08-2016



Epic Flight Support

[REDACTED]
Bend, OR 97701
Phone: [REDACTED]

DATE: 8/17/2016
A/C TSN: 822.31
PROP TT (#1): 822.31
TSPOH (#1): 173.9
FLIGHTTIME: 822.31

Prop #1 Entries

- Performed condition inspection on propeller. Serviced hub with Aeroshell 6. Replaced carbon beta block with P/N A-3026. Researched Applicable AD's, which are current through Small Aircraft, Biweekly 2016-16. I certify that I have inspected this propeller in accordance with the scope and detail of the N669WR FAA approved aircraft inspection program for Epic LT S/N 029 dated 12/14/2009 and is in a safe condition for operation.

Technicians Who Worked On The Items Listed Above:
Charles Harris

DATE: 8/17/2016

SIGNED:

Work Order: 0218-08-2016

Charles Harris, A&P [REDACTED]

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