

ATTACHMENT No. 1

FLIGHT TIME LOG

DATE	NATURE OF FLIGHT	FROM	TO	TOTAL TIME		PILOT	DATE
				HOURS	MIN.		
4/13/76	AL TIME	12:35 HR	12 LDC	Replaced	R/N	Reg-modulation	5/17/76
	VALUE	S/N on P160	S/N 292	off		XXXXXXXXXX	
5/5/76	A/c Time	45:24 HR	Ldg 33	Replaced	4/H	Airspeed/MACH	
	S/N	180 off	S/N 471 on	Replaced	4/H	CLOCK	
	S/N	off 1571	S/N on 1519			XXXXXXXXXX	
5/15/76	A/c Time	55:48	Ldg 41	Replaced	R/H	Bleed valve	
	S/N	off 160	S/N on 139	Replaced	4/H	bleed valve	
	S/N	off P285	S/N on P215	Replaced		flow control	5/21/76
	meter	S/N off 10751508	S/N on 10730931			XXXXXXXXXX	
	Test Run	O.K.				XXXXXXXXXX	
				BROUGHT FORWARD			
Log Book "1"				TOTALS TO DATE			

LOG BOOK #1

MAINTENANCE RECORD

DATE	INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
5/17/76	A.C. TIME 55:15 Cdg 41 removed	GNS 500	
	RCU S/N 229 OEU S/N 194 CDU S/N 250		
	Installed GNS 500A RCU S/N 178 CDU S/N 241		
	OEU S/N 48 MODIFIED		
5/21/76	Repaired loose pin P#100 P/A fire detect system	I certify that the 75112 inspection	
	Replace 4/A starter drive starter	was performed in accordance with the	
	S/N off 2674 S/N 394: Tightened plug	instructions and procedures contained in	
	R/H Directsyn; Replaced screw 4/A	LEDC approved inspection program.	
	Wind screen changed Batteries.	A signed and dated list No. of	
	4/A S/N off 7512142 S/N on 7503485	defects was given to the operator.	
	P/A S/N off 7513052 S/N on 3503486 changed	Date 5/21/76 hrs. 11:58 AM	
	L.P. fuel filters.	Signed [Signature]	

RADIO INSPECTION AND REPAIR

FREQUENCY CHECKED			REPAIRS			FREQUENCY CHECKED	
DATE	INSPECTED BY	RESULTS	DATE	REPAIRED BY	REPAIRS MADE	DATE	INSPECTED BY
		<i>Log Entry</i>					
	<i>Leas 35-060</i>	<i>N 471A</i>		<i>U.S. # 67636; 67752</i>		<i>6-29-85</i>	<i>TTAC 38</i>
		<i>Inspected aircraft after loss of pressurization in flight. Replaced outflow valve FN 2918249-9. SN 74-2368. Functional checked pressurization system and found excessive leak at wire bundle just below outflow valve at frame #5. Removed wires from center frame fire and ran through RP 502, 504, & 508. Installed B/P Connectors for ADF Sens. Antenna & DME antenna. Installed pins in hole in frame #5 and pressurized to 9750 ft.</i>					<i>Module #1</i>
							<i>Lower press. mod</i>
							<i>checks good.</i>
						<i>7-3-85</i>	
							<i>Removed</i>
							<i>original 5</i>
							<i>and found</i>
							<i>relay per</i>
							<i>relay per</i>

THE COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED
 IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION
 AGENCY AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF
 THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NO. 6775267636 DATE 6-29-85
 SIGNED [Signature]
 COMBS GATES INDIANAPOLIS, INC. CR9764 INDPLS, INTL AIP, INDPLS., IN.

MAINTENANCE RECORD

DATE

INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS

MECHANIC'S SIGNATURE

LICENSE NUMBER

8706

060

Garrett
General Aviation Services
Company A Division of The Garrett Corporation

Long Island MacArthur Airport
2221 Smithtown Avenue
Ronkonkoma, New York 11779



FAA REPAIR STATION NO: 1257

TEL: (516) 585-4700

TELEX: 971554/AIRE LONG ISLE

8707

CUSTOMER

BRUNSWICK

AIRCRAFT

LEAR 35

S/N

60

7-14-86

Reg. W/O # C44-1367

1098 INSTALLED

IT. MANUAL.

RT
1257
4/9/86

- ① REMOVED AND REPLACED PILOTS O₂ MASK P/N 174173
- ② REMOVED AND REPLACED CO-PILOTS O₂ MASK P/N 174173
- ③ REMOVED ROLL POSITION SENSOR P/N 509-1005-01 S/N 2841 INSTALLED
ROLL POSITION SENSOR P/N 509-1005-01 S/N 8078
- ④ ACCOMPLISHED GROUND OPS. CHECKS I/A/W MAINT. MANUAL.
- ⑤ ADJUSTED AIRWREN CHABLE TENSIONS I/A/W MAINT. MANUAL.
- ⑥ REMOVED ROLL MODULE P/N 502-1078-04
S/N 1010N INSTALLED MODULE P/N 502-1078-04
S/N 1394. ACCOMPLISHED GROUND OPS. CHECK
I/A/W MAINT. MANUAL 7-15-86

GARRETT GENERAL AVIATION
LONG ISLAND MacARTHUR AIRPORT
FAA APPROVED REPAIR STATION 1257
BY: [Signature]

AV0097

MAINTENANCE RECORD

DATE _____ INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS _____ MECHANIC'S SIGNATURE _____ LICENSE NUMBER _____

8706

060

Garrett
General Aviation Services
Company A Division of The Garrett Corporation

Long Island MacArthur Airport
2221 Smithtown Avenue
Ronkonkoma, New York 11779



FAA REPAIR STATION NO: 1257
TEL: (516) 585-4700
TELEX: 971554/AIRE LONG ISLE

8707

CUSTOMER Brunswick

AIRCRAFT LEAR 35

S/N 60

Reg. wt # C44-1567

~~7-14-86~~

1098 INSTALLED

IT. MANUAL.

RT
257
4/9/86

- ① REMOVED AND REPLACED PILOTS O₂ MASK P/N 174173
- ② REMOVED AND REPLACED CO-PILOTS O₂ MASK P/N 174173
- ③ REMOVED ROLL POSITION SENSORE P/N 509-1005-01 S/N 2841 INSTALLED
ROLL POSITION SENSORE P/N 504-1005-01 S/N 8078
- ④ ACCOMPLISHED GROUND OPS. CHECKS I/A/W MAINT. MANUAL.
- ⑤ ADJUSTED AIRWREN CHABLE TENSIONS I/A/W MAINT. MANUAL.
- ⑥ REMOVED ROLL MODULE P/N 502-1078-04
S/N 1010N INSTALLED MODULE P/N 502-1078-04
S/N 1394. ACCOMPLISHED GROUND OPS. CHECK
I/A/W MAINT. MANUAL 7-5-86

GARRETT GENERAL AVIATION
LONG ISLAND MACARTHUR AIRPORT
FAA APPROVED REPAIR STATION 1257
BY: [Signature]

AV0097

MAINTENANCE RECORD

PILOT	DATE	INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS	MECHANIC'S SIGNATURE
400 HR / GATES AD82-01-05 HP 2099715	4/14/87	REF. WO # C49-1714 A/C.T. 4560.9 / 4099 REPLACED PRESSURE MODULE P/N 2614007-12-601 S/N OFF 100 S/N ON 57	GARRETT GENERAL AVIATION LONG ISLAND MacARTHUR AIRPORT 1 FAA APPROVED REPAIR STATION 1257 BY [Signature]
9-1707 SUBSTITUTION 100 204-1 -12-601 KED	12/26/87	REF. WO # C49-1732 TIT. - 4568.9 LND 4112 1. REPLACED RH STALL WARNING TRANSDUCER, ADJUSTED COMPUTER AS PER M/M. INSTALLED NEW STALL PLATE AND MARKED, ACCOMPLISHED P.TOT - STATIC LEAK CHECK. 2. REPLACED CO PILOT'S TUSTI - INSTALLED P/N SLZ 9669-1 S/N KR1358 ACCOMPLISHED LEAK CHECK.	GARRETT GENERAL AVIATION LONG ISLAND MacARTHUR AIRPORT FAA APPROVED REPAIR STATION 1257 BY [Signature]
ORT 1 1257	16-87	ALTT 4585.1 REPLACED CP 1151 LOANER WITH ORIGINAL AFTER LDG 4125 REPAIR P/N 268004-1 S/N 090. STATIC LEAK CHECK OK BY [Signature]	GARRETT GENERAL AVIATION LONG ISLAND MacARTHUR AIRPORT FAA APPROVED REPAIR STATION 1257 BY [Signature]

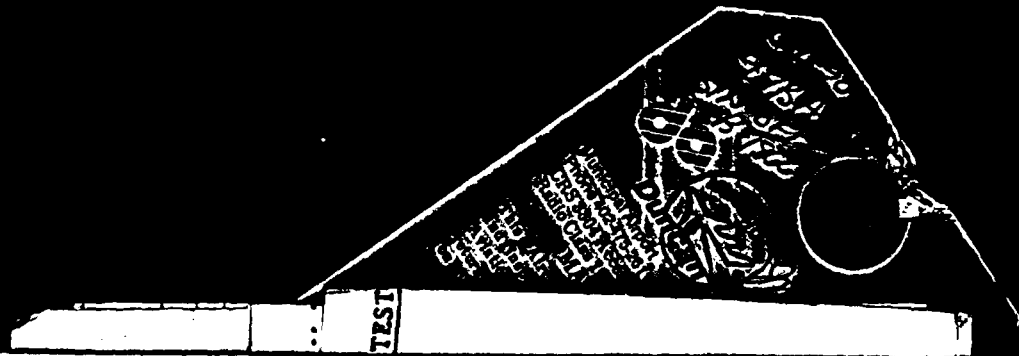
MAINTENANCE RECORD

PILOT	DATE	INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS	MECHANIC'S SIGNATURE
400HR/ GATES A082-01-05 [REDACTED]	4/14/87	REF. WO # C49-1714 A/C.T.T. 4560.9/4099 REPLACED PRESSURE MODULE P/N 2614007-12-601 S/W OFF 100 S/W ON 57	GARRETT GENERAL AVIATION LONG ISLAND MacARTHUR AIRPORT FAA APPROVED REPAIR STATION 1257 BY [REDACTED]
9-1707 SUBSTITUTION 100204-1 -12-601 KES	26/87	REF. WO # C49-1732 TIT. - 4568.9 LND 4112 1. REPLACED RH STALL WARNING TRANSDUCER, ADJUSTED COMPUTER AS PER M/M. INSTALLED NEW STALL PLATE AND MARKED, ACCOMPLISHED P.TOT - STATIC LEAK CHECK. 2. REPLACED CO PILOT'S JUST-INSTALLED P/N SLZ 9669-1 S/N KR1358 ACCOMPLISHED LEAK CHECK.	GARRETT GENERAL AVIATION LONG ISLAND MacARTHUR AIRPORT FAA APPROVED REPAIR STATION 1257 BY [REDACTED]
ORT 1 1257	16-87	ACTT 4585.1 REPLACED CP 1151 LOANER WITH ORIGINAL AFTER LDG 4125 REPAIR P/N 268004-1 S/N 090. STATIC LEAK CHECK OK By [REDACTED]	

DATE	NATURE OF FLIGHT	FROM	TO	HOURS		MIN.		TOTAL TIME HOURS MIN.	PILOT
4-27-87	AC TT 4553.								
	COMPLETED 400 HR / 12 MO INSPECTION ACCORDING TO GATES AZARJET INSPECTION FORMS CWAD82-01-05 AC + ENGINE BY [REDACTED]								
5/8/87	T.T. 4556.3	LAmi	4090						REF. WO# C49-1707
	ACCOMPLISHED INVESTIGATION OF CABIN PRESSURIZATION PROBLEM								
	1 - REPLACED VACUUM REGULATOR P/N OFF-6600204-1 S/N 40 ON P/N 6600204-2 S/N 138								
	2 - REPLACED PRESSURE MODULE P/N 2614007-12-601 S/N OFF 57 ON 100 - SYSTEM OPS CHECKED NORMAL ON GROUND.								
GARRETT GENERAL AVIATION LONG ISLAND SOUNDING AIRPORT 1 FAA APPROVED REPAIR STATION 1257 BY [REDACTED]									

DATE	INSPECTION
May 28-1987	REF. WO# C49- REPLACED P/N S/N OFF 100
6/26/87	REF. WO# 1. REPLACE COMP. PUT AND INAS 2. REPLACE S/N KRI:
16-87	ALTT 458: LDG 4125

BROUGHT FORWARD
TOTALS TO DATE



MAINTENANCE RECORD

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
3-8-89.	PERFORMED AIRFRAME Insp 200/400	ACT 51118	
	Hour in accordance with Gates.		
	LEARJET Insp. FORMS. CURRENT		
	FORMS taken FROM. CHAPTER 5		
	OF AIRCRAFT MAINTENANCE MANUAL.		
	LOW PRESSURE & HIGH PRESSURE		
	HYDRAULIC FILTERS CHANGED.		
	AIRCRAFT- 47DA - SN060		
	TT. 5111.8.		
	AD-82-01-05 ACCL. OPS checked		
	PERFORMED.	R. DADASIEWICZ	
		[REDACTED]	IA.

REMARKS

TEST

MAINTENANCE RECORD

REMARKS	DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LCI NUM
	3-27-89	AC T.T. 5145.9 MADE REPAIR TO FUEL LEARS BOTH LEFT + RIGHT WINGS, W.S 53.4 + ONTBOARD. RECORDS OF ALL WORK PERFORMED ON FILE. JET FUEL SYSTEMS ISLIP N.Y.	CECIL ELLIS	
	3-27-89	① REMOVED GATES LOARJET LOANER PRESS MODULE. PN 2614007-12-601 SN 27 AND INSTALLED REPAIRED & TESTED ORIGINAL UNIT. SN 57- PN 2614007-12-601.	ACTT. 5145.9	
		② REPLACED RH WING FUEL, LOW FLOAT SWITCH PN. L1548. FACTORY NEW. SER # ON 5795 SN OFT-3315. DUE TO INTERMITTENT OPERATION.		
		③ REPLACED RADOME NOSE ABRASION BOOT PN. T2488190-4B. AND LIGHTNING DIVERTER STRIPS 4EA PN-2411470-9-509.	P. DABASIEWICZ	

MAINTENANCE RECORD

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
6/7/90	C/W 200/400 INSP I/A/W Lear Factory Guide.		
T. 5520.9	C/W Hydrostat ON O ₂ Bottle New bottle date 6/90		
LDG 4661	C/W 1 yr visual on emergency air bottle (Note: New Bottle date 1-88) C/W AD 82-01-0522 Accel check C/W		
	AD 87-02-06 PARA A ENG Mount Visual INSP. #1 & #2		
	GENS BATTERY PACKS Replaced. I certify this		
	Aircraft has been inspected I/A/W a 200/400 hr INSP		
	to comply with the requirements of FAR 169 F 4		
	and is approved for return to service. RP		
8-3-90	① Removed L & R engines s/N's 74264, 74265 for MPI's see engine logbook for details		
	② Accomplished Learjet 51B 35/36-71-3 dated Jan 5 1987 inspection of fwd engine mounts s/N's 322, 327 on L & R positions		
	③ Accomplished 4200 hour mount time change on LH engine upper mount isolator P/N LMS33-1, RH aft mount P/N 6600309-3		
	Continued on Next Page		

MAINTENANCE RECORD

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS
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PAGE TYPE	DATE
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NSE
IBER

~~7-18-90~~ TAT 5623.0

Removed & replaced 4 main gear brakes.
 P/N on 5003096-4 s/n on Mar 8-2197, Sep 84-1248
 Jan 81-105 Jul 78-1291 P/N on FF 5003096-4 s/n off
 Aug 77-1281 Mar 81-296 Jan 80-1996 Oct 78-1302
 Removed outflow valve & cleaned. Mullid pri
 you follow-up. Checked sec. yaw slip clutch.
 Trimmied P/H fuel computer. Serviced freon
 system. C/w pressurization leak ck. post ck
 108 scfm. Checked fuel ADF antenna & baggage
 floor beams.

AMR COMBS - INDPLS., INC.
 INDPLS., IN. REP. STA. TJ4R548M
 DATE 8-18-90 BY [Signature]

8-23-90 wpt 75219 / 75242

Replaced both Tail nav light bulbs Replaced cockpit flood light bulb #6845-4704
 Replaced both Log Beacon bulbs. **REMOVED REPAIRED & REINSTALLED DME-NO 5/122.**

AMR COMBS - INDPLS., INC.
 INDPLS., IN. REP. STA. TJ4R548M
 DATE 8-23-90 BY [Signature]

REPORT OF DISCREPANCIES

Type A/C: LEAR 35A

January 7, 1995
Cypress WO# 2484

Reg #: N47BA
Serial #: 35-070

TTAF: 7694.4
TLDGS: 5960

Page: 1

SQUAWK #	DESCRIPTION OF DISCREPANCY	CORRECTIVE ACTION TAKEN
1	L/H PITOT HEAR INTERMITTENTLY INOPERATIVE. (LIGHT STAYS ON)	TROUBLESHOT SYSTEM. FOUND PINS BURNT ON PITOT MAST AND PLUG. REMOVED & REPLACED PITOT MAST & PLUG WITH NEW AS REQUIRED. OPERATIONAL CHECKED SYSTEM NORMAL.
2	AUTOPILOT INOPERATIVE IN NAV MODE.	TROUBLESHOT SYSTEM. FOUND P212 LOOSE & SHORTED PIN. REPAIRED PLUG & CHECKED SYSTEM NORMAL. PERFORMED OPERATIONAL CHECKED I/A/W LJ-AP 22-10-00. SYSTEM CHECKS NORMAL WITH EXCEPTION OF PRI YAW DAMP TESTS.
3	OUTER MARKER LIGHT COMES ON WHEN TRIM SWITCH ENGAGED.	TROUBLESHOT SYSTEM. FOUND SHORT AT P212 PINS 3 & 4. REPAIRED PINS AS REQUIRED. OPERATIONAL CHECKED SYSTEM NORMAL.
4	COMPLY WITH AD 94-26-01, AMENDMENT 39-0907.	INSPECTED A/C FOR AD AS REQUIRED. FOUND P/N 130406-1 INSTALLED 27 JAN. 86, S/N 25-3127. PER AD THIS AIRCRAFT LIMITED TO FLIGHT BELOW 41,000 FEET.

THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FAA AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION

SIGNATURE [Signature] DATE 1-7-95
CYPRESS AVIATION INC. LAKELAND, FLORIDA CRS: OM 4 R419M

LOG BOOK ENTRY

Type A/C	Series	Ser #	Reg #	TTAF	Tldgs	Date
LEAR	35	35-060	N47BA	7841.8	6034	6-29-95

Inspections

Complied with 6000 landing inspection 150/300 hour engine inspection on #1 engine. 4200 hour engine core inspection on #2 by outside vendor. All inspections complied with per Lear Jet Maintenance Manuals.

ADs an SBs

AD 82-01-05 R2	Accelerometer - complied with
AD92-21-06	#1 engine N/A per component serial number
AD93-25-16	#1 engine previously complied with 1-5-93
SB73-3107R4	#1 & #2 engine N/A for part number
SBA72-3544	#1 engine N/A per serial number

Ultimate Life Items

Fire extinguisher squibbs	Replaced
O2 Bottle hydrostatic check	Complied with
Emergency air bottle	Overhauled
Left and right spoilers	Replaced
600 hour stab actuator	Overhauled

Additional Items

See work order number 2527Z for additional items.

Complied with FAR 91.414 and FAR 91.411

Aircraft test flown satisfactorily.

AIRCRAFT ^{LEAR JET 35} 35-060 REG. N478A S/N 35-060
 THIS IS TO CERTIFY A 6000/150/300 INSPECTION HAS BEEN ACCOMPLISHED ON THIS AIRCRAFT IN ACCORDANCE WITH A Factory FAA APPROVED INSPECTION PROGRAM AS REQUIRED PER F.A.R. 91.409 (f) AND IS APPROVED FOR RETURN TO SERVICE. AIRCRAFT TOTAL TIME 7841.8

SIGNATURE [Signature] W.O. # 2527 DATE 6-29-95
 CYPRESS AVIATION INC. LAKELAND, FLORIDA CRS: OM 4 R419M

[Signature] 941-644-0428
 Bob Wagner

AD NUMBER EFFECTIVE DATE FAC TIME TOTAL TIME N NUMBER DATE RESEARCHED

ISSUE DESCRIPTION COMPLIANCE

PICTURE #/SERIAL

DATE OF COMPLIANCE

HOURS A. COMP. METHOD OF COMPLIANCE

ONE TIME RECUR RING

NEAR COMPLIANCE AUTHORIZED SIGNATURE

AD NUMBER EFFECTIVE DATE

94-26-01
1-23-95

TO PREVENT ELECTROMAGNETIC INTERFERENCE, ARC SMOKE AND OR FIRE IN THE CABIN

AG 1314 5 /K03

3-29-91 6054 PCW 33-5A

TO PREVENT ELECTRICAL ARCING AND AN IN-FLIGHT FIRE

AG 1314 5 /K05

1-12-93 6870-24 PCW

TO PREVENT RAPID DECOMPRESSION OF THE AIRPLANE DUE TO CRACKING & SUBSEQUENT FAILURE OF CERTAIN OUTFLOW CONTROL

AG 1314 5 /K06

1-28-95 7854 MA TR 51NS

TO PREVENT ELECTRICAL ARCING AND AN IN-FLIGHT FIRE

AG 1314 5 /K05

1-28-95 7854 MA TR 51NS

DATE: 7-23-95
GALVIN FLYING SERVICE INC.
6987 PERMETER RD
SEATTLE, WA 98148
REPAIR STATION NO. HUNR 846E

94-26-01
1-23-95
1-28-95
1-28-95

AD 74-06-01
1-23-95
1-28-95
1-28-95

PLEASE REFER TO THE ATP RECOMMENDED RESEARCH PROCEDURES, IN PART 3, RESEARCHING ADS & S, OF THE ATP MICROFICHE LIBRARY INSTRUCTION MANUAL. ***
END OF REPORT ***

AD 74-06-01
1-23-95
1-28-95
1-28-95

AD 74-06-01
1-23-95
1-28-95
1-28-95

AD 74-06-01
1-23-95
1-28-95
1-28-95

AD 74-06-01
1-23-95
1-28-95
1-28-95

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
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NORTHWEST JET INC

DATE 11/13/98 WO # 981010 N47BA
A/C TT 10073.0 LDGS 7744 35-060

1. A1 thru A6 and B1 thru B6 inspections completed per Lear maintenance manual 2. Replaced curtain rail in cockpit 3. Both main batteries 90 day service completed. 4. New hydrolock installed on copilots seat. 5. New switch installed on lower door motor (annunciator). 6. Installed overhauled starter on LH engine s/n on 269UST. 7. Adjusted cable tension on elevator & center aileron cables to MM spec 8. Installed 4 new tires, wheels insp by Aero Wheel & Brake 9. Completed AD 82-01-05R2 by inspection per SB 35-27-12B. 10. Completed AD 95-25-03 by inspection per SB 35-28-10 11. Completed AD 87-02-06 by inspection per SB 35-71-3 r/h side only. This Aircraft is approved for return to service with respect to work performed, details are on file at this agency under the above listed W/O's

Signed *[Signature]* XNJR607U

Note
Ad 82-01-05R2 due again at 10,293.0 A/C hrs
AD 95-25-03 due again at 10,673.0 A/C hrs
AD 87-02-06 due again at 10,493.0 A/C hrs

Signed *[Signature]* XNJR607U

3/1/98 Landings 7751 AC TT 10,164.5 Found AD 98-25-10 Not applicable by belt type. ASP 1362989

DATE	RECORDING TACH TIME	TODAYS FLIGHT
------	---------------------	---------------

Learjet 35
S/N 35-060

Complied w

- 1) Connected
- 2) Replaced
- 3) Secured
- 4) Tightened
- 5) Installed
- 6) Secured
- 7) Serviced
- 8) Secured
- 9) C/W SB 3
- 10) Replaced
- 11) Replaced
- 12) Repaired
- 13) Repaired
- 14) Removed
- 15) Fabricated
- 16) Secured
- 17) Removed
- 18) Applied
- 19) Serviced
- 20) Replaced

DO NOT PRINT
 SIGNATURE: [Signature]
 LK2
 21. CE
 (are) approved for return
 registration
 13 (or attach
 ACCORDAN
 SINCE NEW
 ATTACHED
 PERFORMED B
 INCHES
 INCHES
 © 1991 ASA

MAINTENANCE RECORD

3. Installed new #3 & #4 tires (Goodyear 17.5 x 5.75-8 12 ply)

4. Removed loaner Aural Warning Control Box.

Off P/N 884-1 S/N 456

On P/N 884-1 S/N 567

5. Replaced Left Hand Forward Engine Mount. Eliminates AD 87-02-06 for L/H side.

Off P/N 2651011-1 S/N 327

On P/N 2651034-3 S/N 7172

ATT: 7993.2 CYC: 6134 Date: 10/06/95

This aircraft is approved for return to service with respect to the work performed.


Gerald D. Rainey

LICENSE
NUMBER

FLIGHT TIME LOG

FAA Repair Station
HUNR846E



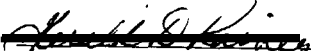
7-28-95


V47BA

Continued from previous page—

Complied with an annual avionics inspection as per Galvin Flying Lear 35 AAIP. removed and replaced the toilet pump and timer with new, ops check ok. Adjusted the alternator belt tension as per maintenance manual. Complied with a 150/300 hour engine zone inspections as per Learjet maintenance manual. Complied with 90 day emergency battery pack inspection, see yellow tag in file. Removed and replaced the right hand anti-skid valve with a repaired unit P/N 39-309-1 S/N 1488, operational check ok. Inspected and replaced several aircraft placards with new. Complied with AD94-26-10 inspection as per SB 35/36-21-19 and found to be N/A Removed and replaced the teh engine EL panel with new, operational check ok. resealed one panel on the left wing. resealed —Continued next page—


							TOTAL		
							BROUGHT FWD		
							GRAND TOT		



96	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p style="text-align: center;">Northwestern Aircraft Capital Corp. 2835 82nd Avenue S.E. Suite 300 Mercer Island, WA 98040</p> <hr/> <p>1. Complied with AD 95-25-03 by replacement of all flapper valves in wing tips. Next Inspection due 8797.3</p> <p>ATT: <u>8197.3</u> CYC: <u>6278</u> Date: <u>01/31/96</u></p> <p>This aircraft was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.</p> <p style="text-align: center;"> Gerald D. Rainey</p>

<p style="text-align: center;">Northwestern Aircraft Capital Corp. 2835 82nd Avenue S.E. Suite 300 Mercer Island, WA 98040</p> <hr/> <p>1. Removed loaner Flitephone and installed repaired unit. On P/N 400-0125-000 S/N 0550 Off P/N 400-0125-000 S/N 3421</p> <p>2. Removed loaner Primary Yaw Damper Servo and installed repaired unit. On P/N 501-1112-030 S/N 1074 Off P/N 501-1112-030 S/N 2119</p> <p>3. Removed #2 Directisyn and installed Loaner unit. On P/N 5-2000-07 S/N 2631 Off P/N 5-2000-07 S/N 2238</p> <p>ATT: <u>8229.6</u> CYC: <u>6296</u> Date: <u>02/13/96</u></p> <p>This aircraft was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.</p> <p style="text-align: center;"> Gerald D. Rainey</p>
--


Ron Chase A# 554571038

Los Book #8

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
			<p>Northwestern Aircraft Capital Corp. 2835 82nd Avenue S.E. Suite 300 Mercer Island, WA 98040</p>
			<p>1. Complied with a 6 Month Inspection IAW Lear 35 Maintenance Manual. 2. Complied with a 12 Month Inspection IAW Lear 35 Maintenance Manual.</p>
			<p>ATT: <u>8255.8</u> CYC: <u>6318</u> Date: <u>03/01/96</u> LHE: <u>7939.0</u> CYC: <u>6470</u> RHE: <u>8128.8</u> CYC: <u>6332</u></p>
			<p>This aircraft was inspected in accordance with Federal Aviation Regulation 91.409 (f) (3) and found to be in airworthy condition. Aircraft is approved for return to service.</p>
			<p> Gerald D. Rainey</p>

DATE	RECORDING TACH	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				<p>A Division of Chertex Targa Enterprises, Inc.</p>  <p>Worldwide Executive Jet Transportation</p>
				<p>DATE <u>3-30-96</u> TAT- <u>8283.7</u> WO# <u>21035</u> LNDS <u>6339</u> MODEL# <u>35</u> REG# <u>47BA</u></p>
				<p>Logbook Entry</p> <p>1. C/W 300/600/1200HR airframe inspection IAW Learjet Maint. Man. 2. C/W 150/300HR L/H & R/H engine zone inspection. 3. Replaced f nose roller bushings. 4. Replaced L/H & R/h flap sector bearings where flap attaches to sector. 5. Repaired various fuel leaks on both wings. 6. Replaced #2 battery switch. 7. Replaced L/H tip to errosion boot. 8. Reshined nose landing gear trunnion. 9. Repair Co-Pilots 8 day clock. 10. Replaced rubber seals around main gear doors. 11. Replaced aft main door cable. 12. Replaced 0² capilla line in nose compartment. 13 C/W 150-300 HR ENGINE ZONE INSPECTION. C/W AD 8201-05 ACCELEROMETER CHECK</p>
				<p>All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.</p>
				<p> JetWest International</p>

RECORDING
TACH

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FLIGHT

TOTAL
TIME IN

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of (35.)

JetWest
INTERNATIONAL

Worldwide Executive Jet Transportation

DATE 4-30-96 TAT 8407.9
WO# 21045 LNDS 6416
MODEL# 35 REG# 47BA

Logbook Entry

Replaced Captain's generator skirt panel.
Replaced loaner "E" Batt & installed original after deep cycle.
Repaired broken wire for RT pilot heat indicator.
Repaired aileron trim indicator
Repaired broken wire to air conditioning pressure switch.
Replaced door snubber spring.
Replaced static wick on RT tip tank.

150 HR ENG 2008 INSP RTHH ENGINE

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


JetWest International

DATE

RECORDING
TACH

TODAYS
FLIGHT

TOTAL
TIME IN

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of

JetWest
INTERNATIONAL

Worldwide Executive Jet Transportation

DATE 5-30-96 TAT- 8458.2
WO# 2105 LNDS 6443
MODEL# 35 REG# 47BA

Logbook Entry

1. Removed and replace stab actuator P/N 2332540-213 S/N Off 031
2. Removed loaner servo amp & installed original after repair.
P/N 501-1115-01 S/N Off 1268 S/N On 1182
3. Serviced N²
4. Replaced static wick on R/H tip tank
5. Replaced R/H landing lite
6. C/W A/D 89-01-05 ACCELEROMETER CHECK

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


JetWest International


Ron Chase A/P

log Book
17

818-779-7625

CORDING CH NE	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
21986	Removal		<p>GRS 522A CRT installed</p> <p>Garmin CPS 165 GPS system see 337 and 1698 this date. Blk harness built by 2R312C VFR only</p>

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Worldwide Executive Jet Transportation

DATE 6-30-96 FAT 8550.8
 WC# 21065 LND# 6510
 MODEL# 35 REG# 47BA

Logbook Entry

- Replaced all 4 main wheel brakes P/N 5003096-4
 S/N off S/N on Nov 80-2850
 Apr 69-132
 Nov 81-247
 Feb 84-900
- Install H.F. R/T's after repair P/N 622-2884-001 S/N 2076 S/N 4430.
- Replaced A/c blower assy P/N 6600112-2 S/N off 1070 S/N on 513
- C/w visual inspection of emergency blow down bottle
- Repaired left inboard anti-skid generator wiring
- Replaced co-pilots vertical gyro with loaner unit P/N VG-206 S/N off 2322 S/N 2265A
- C/W 150 HR ECG ZONE INSPECTION
 L/H & R/H ECG.

JetWest International

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
 Ron Chase APM



TE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back of form for instructions)
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Worldwide Executive Jet Transportation

DATE 7-30-96 TAT 8583.4
 WO# 21075 LNDS 6546
 MODEL# LR 35 REG# 47BA

Logbook Entry

1. Complied with 300 hr. airframe inspection IAW Learjet maint. man.
2. Repaired turn & bank indicator P/N A1605 S/N 426.
3. Replaced nose tire.
4. Removed loaner co-pilot VG & installed a repaired unit P/N VG-206 S/N off 2265 S/N on 1001.
5. Serviced N² to proper level.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


 JetWest International

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility (See back of form for instructions)
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Worldwide Executive Jet Transportation

DATE Aug. 30 96 TAT 8644.4
 WO# 21085 LNDS 8584
 MODEL# LR 35 REG# 47BA

Logbook Entry

1. Complied with 6 month airframe inspection IAW learjet maint. man.
2. Deep cycled "E" battery P/N 800A S/N G1027
3. Installed repaired H.F. amp. P/N 622-6667-001 S/N 267
4. Replaced main wheel brakes P/N 5003096-4
 S/N May 82-870 Dec 77-962
 May 80-2374 Mar 82-594

5. C/W 30, 32, 01-05 R2 ACCIDENTAL DAMAGE

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


 JetWest International


 Ron Case AME

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
76 1/96 8776.7	6683		COMPLIED WITH 150 AND 300 HREZI ON RT ENGINE. THIS AIRCRAFT INSPECTED IAW 91.409 (EXF3) AND APPROVED FOR RETURN TO SERVICE <i>[Signature]</i>

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
19				

JetWest

Worldwide Executive Jet Services

DATE 9-30-96 TAT 8717.0
 WO# 21095 LNDS 6643
 MODEL# Lear 35 REG# 47BA

Logbook Entry

1. C/W 150 hr L/H zone inspection.
2. Removed loaner pilots directisyn & installed repaired unit P/N S-2000067 S/N off 1728 S/N on 2037.
3. Replaced adjust handle on #4 pass. seat.

[Signature]
 JetWest International

[Signature]
 Ron Chase AIP

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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N47BA
Lear 35
SN-060

8-27-96
HRS. 8624.7
LDGS. 6627

Tested pilot's and co-pilot's altimeters, SDC, #1 and #2 transponders and static systems per FARs 91.411 and 91.413 in accordance with Part 43, Appendix E & F to 45,000 feet O.K.

Reference DCL Avionics, Inc. workorder #8580. FAA CRS #Y02R126L.

END *[Signature]*

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other spe
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JIM MILLER AIRCRAFT PAINTING, INC.

320 HOWARD LANGFORD DRIVE

UVALDE, TEXAS 78801

1-800-552-5442 • 210-278-3375 • 210-278-4235 FAX

September 27, 1996

N47BA

Lear 35

Aircraft stripped and repainted in c/w customer specifications. Serial Number: 060

COLORS: Base- ACRYGLO Snow White/G8044

ACRYGLO Charcoal Grey/TP10020

Trim- ACRYGLO Ruby/HS10701

ACRYGLO Diamond Silver/HT10639

ACRYGLO Medium Silver/HT10588

Flight control surfaces balance in c/w manufacturer structural repair manual specs.

[Signature]
Ron Case

[Signature]
Ron Case

E	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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DATE 10-30-96 TAT: 8828.9
 WO# 108 LNDS: 6712
 MODEL# Lear 35 REG# 47BA

Logbook Entry

Replaced generator control P/N 6608205-1 S/N off X52 S/N on X112
 Repaired wire to relay E44 for L/H main gear green down and
 locked lite.
 Repaired wiring to cabin blower motor.
 Serviced hyd. system to proper level.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Dan DeLeonardis
 JetWest International

DATE
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JetWest International

DATE: 11-19-96 TAT: 8861.9
 WO#: 118 LNDS: 6730
 MODEL# 35 REG#: 47BA

1. Replaced left hand voltage regulator, P/N 2680014-8, S/N off 10200, S/N on 19920.
2. Complied with 300 Hr. airframe inspection IAW LearJet Maintenance Manual.
3. Relamped windshield ice lights.
4. Relamped recog light.
5. Replaced pilot's trim switch.
6. Complied with AD 82-01-05 R2 accelerometer check.
7. Removed loaner vert gyro and installed original after repair. P/N 501-1114-01, S/N on 1483.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Ron Chase
 Signature

JetWest International

DATE: 11-23-96 TAT: 8865.5
 WO#: 128 LNDS: 6733
 MODEL# 35 REG#: 47BA

1. Complied with 150-300 Hr. zone inspection on left hand engine.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Ron Chase
 Signature

Ron Chase
 Ron Chase Alt#

JetWest International

DATE: 12-10-96 TAT: 8876.2
WO#: 128 LNDS: 6741
MODEL# 35 REG#: 47BA

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1. Complied with 2400 primary flight control cable change elevator, aileron rudder IAW LearJet Maintenance Manual.
2. Repaired auto pilot interface adapter, S/N 1122.
3. Replaced all four main wheel brakes, SEP79-1951, JUN82-723, JULY79-1812, APR76-171.
4. Serviced N2.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


 [Redacted]

JetWest International

DATE: 1-30-97 TAT: 8980.3
WO#: 018 LNDS: 6803
MODEL# 35 REG#: 47BA

1. Replaced co-pilot's displacement gyro with loaner unit, P/N 501-1114-01, S/N off 1642, S/N on 1773.
2. Replaced DME 40 with loaner unit, P/N 622-1233001, S/N off 22, S/N on 15257.
3. Complied with hydro static inspection requirements on both engine fire bottles.
4. Replaced right hand tip tank static wick.
5. Replaced altitude alerter with loaner unit, P/N 23989-011, S/N off 1918, S/N on 1094.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


 [Redacted]
Signature

JetWest International

DATE: 12-10-96 TAT: 8876.2
WO#: 128 LNDS: 6741
MODEL# 35 REG#: 47BA

1. Complied with 600 hour airframe inspection IAW LearJet Maintenance Manual.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

 [Redacted]


Signature

JetWest International

DATE: 1-12-97 TAT: 8929.1
WO#: 018 LNDS: 6769
MODEL# 35 REG#: 47BA

1. Complied with 150 hour zone inspection IAW LearJet Maintenance Manual.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

 [Redacted]
Signature


Ron E. Case AIA [Redacted]

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JetWest International

DATE: 1-31-97
WO#: 018
MODEL#: 35

TAT: 8982.3
LNDS: 6807
REG#: 47BA

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JetWest International

DATE: 2-10-97
REG# N47BA
W.O. # 028

TT: 9012.0
LNDS: 6823

1. Replace all fire bottle squibs dated 11/96.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Signature

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Signature

Ron Chase

1A JetWest International

9

DATE: 2-12-97
REG# N47BA
W.O. # 028

TT: 9026.8
LNDS: 6835

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JetWest International

DATE: 2-24-97
REG# N47BA
W.O. # 028

TT: 9042.1
LNDS: 6843

1. Complied with I/h engine 150 hour zone inspection.
2. Installed loaner yaw dampener computer. P/N 501-1111-028, S/N off: 1377, S/N on: 1325.
3. Removed emergency battery and installed loaner. P/N 501-1075-02. S/N off: 3679, S/N on: 10024.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Signature

1. Replaced r/h engine generator. P/N 30B107, S/N off: 447, S/N on: 181.
2. Replaced roll rate gyro. P/N RG227-D; S/N off: 1185, S/N on: 1087.
3. Removed loaner yaw dampener computer, and installed repaired unit. P/N 501-1111-208, S/N off: 1325, S/N on: 1156.
4. Removed loaner battery and installed repaired unit. P/N PS823-B, S/N off: 1739, S/N on: 3679.
5. Removed and replaced I/h amp meter P/N 4101-3011, S/N off: 281, S/N on: 169.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Signature

Ron Chase At

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
9				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

JetWest International

DATE: 3-7-97 TT: 9070.8
 REG# N47BA LNDS: 6862
 W.O. # 038

JetWest International

DATE: 3-1-97 TT: 9056.8
 REG# N47BA LNDS: 6853
 W.O. # 038

1. Removed and replaced horizontal stab actuator. P/N 2332540-213. S/N off: 062 S/N on: 091.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


 Signature

1. Removed loaner #1 battery and installed original battery after service. P/N 4076. S/N off 3089. S/N on 2469.
2. Removed co-pilot's HSI and installed loaner unit. P/N 5-4000-08. S/N off: 1001. S/N on: 183.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


 Signature

JetWest International

DATE: 3-11-97 TT: 9081.4
 REG# N47BA LNDS: 6877
 W.O. # 038

1. Complied with AD 82-01-05-R2 Accelometer functional check.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


 Signature


 Ron Chase A14

JetWest International

DATE: 3-24-97
REG# N47BA
W.O. # 038

TT: 9109.6
LNDS: 6901

- 1. Replaced freon air conditioning compressor, P/N 3071949-11, S/N off: 5154, S/N on: 4250.
- 2. Replaced recog light.
- 3. Replace left hand nav light.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Signature

JetWest

REG# N47BA
Date: 4/4/97

TT: 9158.2
LNDS: 6941

- 1. Complied with 300 hour airframe inspection.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Doug Layne AP

itions er of tries.)	DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	19				

JetWest

REG# N47BA
Date: 4/7/97

TT: 9153.6
LNDS: 6947.

- 1. Removed and reinstalled L/H and R/H Nicad batteries.
P/N off/on 4076 L/H S/N off/on 073885
R/H S/N off/on 080811

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Mario Hermoso AP

JetWest

REG# N47BA
Date: 4/13/97

TT: 9163.2
LNDS: 6955

- 1. Removed master caution box and installed serviceable loaner unit
P/N off 4618055-29 S/N 385074
P/N on 2618055-30 S/N 4261057

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Doug Layne AP

Ron Chase AP

JetWest

REG# N47BA
Date: 4/16/97

TT: 9166.0
LNDS: 6959.

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- Removed #3 & #4 brakes and installed serviceable OH brake assembly. Bleed brakes, repacked wheel bearings, reinstalled wheel assembly.
#4 P/N off 5003096-6 S/N off Jun82-723
P/N on 5003096-6 S/N on Aug74-736
#3 P/N off 5003096-6 S/N off Sept79-1951
P/N on 5003096-6 S/N on Nov81-223

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne

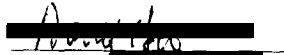
JetWest

REG# N47BA
Date: 4/16/97

TT: 9167.8
LNDS: 6965

- Replaced #1 & #2 MLG brake per MM 32-45-01
#1 P/N off 5003096-4 S/N off Sept79-1951
P/N on 5003096-6 S/N on NOV80-2811
#2 P/N off 5003096-4 S/N off Jun82-723
P/N on 5003096-4 S/N on Apr76-250

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AF

JetWest

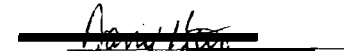
REG# N47BA
Date: 4/17/97

TT: 9166
LNDS: 6963

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- Replaced cockpit blower with overhauled blower. function ck ok.
P/N off 6608267-2 S/N off 703
P/N on 6608267-2 S/N on 2439

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AP #

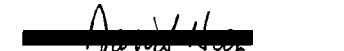
JetWest

REG# N47BA
Date: 4/21/97

TT: 9172.9
LNDS: 6970.

- Complied with 150/300 Hour Inspection on LH engine.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein A


Ron Chase AP # 5

Replaced fuel quantity selector switch with serviceable unit P/N RG55B25 S/N off S-51, S/N on S-46
Replaced connector P284, P/N PC-191-A89-1 with new one. Replaced connector J431, P/N FB2A459 with
new one. Work performed in accordance with Learjet maintenance manual chapter 28-40-00, revision #65,
dated 2/28/97.

THE ABOVE DESCRIBED MAINTENANCE IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS
ON FILE UNDER W O #6500263

SIGNATURE [Signature] DATE 7-30-97
LEARJET INC., CENTENNIAL SERVICE CENTER, 7355 S Peoria St Hangar 10 Englewood, CO 80112
FAA CRS L4JD905J

5.0
7002.
All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation
Administration and is approved for return to service with respect to the work performed.

Tim Hanousek AP

Aircraft: Lear 35 N47BA s/n 060
Total Hours: 9242.6
Total Landings: 7030

Chapter 23

1. Repaired audio panel p/n 660-8213-2 s/n 376. Refer to FAA Form 8130-3 dated 05/27/97 for details.
Operational check was satisfactory.

Chapter 24

2. Removed master warning control unit p/n 2618055-29 s/n 385074. Installed a new control unit p/n 2618055-
29 s/n 705807. Replaced two master warning circuit diodes with new diodes p/n IN5626, IN4007.
.Operational check was satisfactory.

Chapter 27

3. Repaired rudder trim indicator p/n 6608217-10(720-185) s/n 129. Refer to FAA Form 8130-3 dated
05/22/97. Operational check was satisfactory.

Chapter 34

4. Repaired pilots altimeter p/n 518-16007-187 s/n 3224. Refer to FAA Form 8130-3 dated 05/27/97 for
details. Leak and operational checks were satisfactory.

Chapter 53

5. Repaired fuselage skin around ground power receptical.

Chapter 57

6. Resealed 12ea. lower left and right wing panels. Leak check was satisfactory.

Chapter 71

7. Removed customer engine s/n P-74265 from the #2 position. Installed rental engine s/n P-74431 in the #2
position of aircraft in accordance with Lear 35 maintenance manual. Refer to engine log book for details.
8. Removed aft mount isolator p/n 6600309-3. Installed a new mount p/n 6600309-005 s/n LK0099.
9. Replaced generator air inler duct with a new duct p/n L00T-12-17.
10. Replaced hydraulic pressure line with a new line p/n 2607004-4.

Chapter 76

11. Replaced right engine fuel computer cannon plug with a new plug p/n MS24266R22T55SN. Operational
check was satisfactory.

Chapter 90

12. Accomplished Learjet Service Bulletin 35/36-54-2 titled Installation of Flush Rivets in Engine Firewalls
dated 08/22/96 by installing flush rivets as required and installing a grommet on firewall.

Chapter 99

13. Accomplished AD 87-02-06 para. A.1.&B.1. titled Forward Engine Mounts dated 02/06/87 in accordance
with Learjet SB 35/36-71-3 R1 para. 2A & 2B titled Inspection of Forward Engine Mounts for Cracks dated
02/10/95.

This Aircraft approved for return to service after repair.
Work performed on file at this Agency.
Work performed in accordance with customer Tetwest International
Approved FAR Part 135 Maintenance Program and Applicable
FAR's

under work Order # 33765 Date 06-28-97 Hrs. 9242.6

Signed [Signature] For

6201 W. Imperial Highway
Los Angeles, Calif. 90045

Repair Station ANSR3771
Airframe Class 1-3-4
Radio Class 1-2-3

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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JetWest

REG# N47BA
Date: 6/3/97
TT: 9262.6
LNDS: 7048.

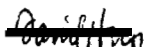
1. Replaced vertical gyro with servicable new unit.
P/N on/off 501-1204-01 S/N on 2828 S/N off 2533.
All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne AIP

JetWest

REG# N47BA
Date: 6/4/97
TT: 9262.6
LNDS: 7048.

1. Replaced #3 wheel assembly per m.m. 32-40-50.
P/N off/on 9543991-4 s/n off Sep94-7575 s/n on Apr83-5852.
2. Replaced #4 wheel assembly per m.m. 32-40-50.
P/N off/on 9543991-4 s/n off Aug79-3984 s/n on Jul79-3954
All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.



David Hein AIP

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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JetWest

REG# N47BA
Date: 6/4/97
TT: 9262.6
LNDS: 7048.

1. Replaced #1 wheel assembly per m.m. 32-40-50
P/N off/on 9543991-4 s/n off Nov88-7398 s/n on Nov74-1286.
2. Replaced #2 wheel assembly per m.m. 32-40-50.
P/N off/on 9543991-4 s/n off Jul79-3938 s/n on Feb91-92
All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

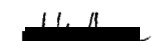

Mario Hermoso AIP

JetWest

REG# N47BA
Date: 6/8/97
TT: 9277.2
LNDS: 7058.

1. Replaced LH ITT Indicator with servicable unit. ops ck ok.
P/N on/off 131350-3 S/N off 45-321 S/N on 70-1192
All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne AIP


Ron Chase AIP

JetWest

REG# N47BA
Date: 6/16/97

TT: 9291.9
LNDS: 7071

DATE
19

- 1. Replaced GPS source selector with O/H unit.
P/N off/on 97-10334A S/N off 3471 S/N on 3330.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

David Hein
David Hein AP

JetWest

REG# N47BA
DATE: 6/24/97

TT: 9320.4
LNDS: 7088

- 1. Removed, inspected, and reinstalled nitrogen bottle for 1 year inspection, serviced to proper level, ck good.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Andrew Davis
Andrew Davis AP

JetWest

REG# N47BA
DATE: 6/24/97

TT: 9320.4
LNDS: 7088

operations
number of
entries.)

- 1. Removed #1 Transponder, sent to Duncan Aviation for repair, WO #RQJ0A, reinstalled unit, ops ck good.
P/N on/off 097768-0101
S/N on/off 1862

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Doug Layre AP #

JetWest

REG# N47BA
DATE: 7/8/97

TT: 9370.9
LNDS: 7130

- 1. Removed, resealed and reinstalled 3 ea panels on left wing and 2 ea panels on right wing. Leak ck good.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

Doug Layre AP #

Ron Chase AP #

JetWest

REG# N47BA
DATE: 7/17/97

TT: 9397.5
LNDS: 7150

1. Pitch sync would not engage, found and repaired broken wire in control yoke. Ops ck good.
2. Steer light remains illuminated, replaced defective relay with new relay, ops ck ok.
P/N off/on KC-J2A

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Tim Hanousek AP # 

JetWest

REG# N47BA
DATE: 7/17/97

TT: 9397.5
LNDS: 7150

1. Spoilers slam down when flaps are down and spoilers deployed then retracted, adjusted system per Learjet MM ch 27-60-00, no defects noted.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne AP 

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tries.) 19 _____

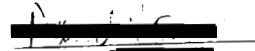

JetWest

REG# N47BA
DATE: 7/24/97

TT: 9415.2
LNDS: 7166

1. Replaced left engine generator with overhauled serviceable unit, operational check good.
P/N off 6608201-9 S/N off 7051U
P/N on 30B107-19-A S/N on 1989

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AP 

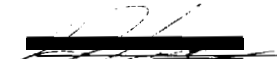

JetWest

REG# N47BA
DATE: 8/5/97

TT: 9457.1
LNDS: 7195

1. Serviced Air Conditioning system per Learjet maintenance manual.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne AP 

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RECORDING
TACH
TIME

TODAYS
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of (entries.)

DATE

19

RECORDING
TACH
TIME

TODAYS
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)


JetWest

REG# N47BA
DATE: 8/11/97

TT: 9470.6
LNDS: 7208

1. Complied with left battery check/service and installation inspection per Learjet maintenance manual. replaced left battery with serviceable deep cycled battery. operational check good.
P/N off 15580000 S/N off 073885
P/N on 30126-001 S/N on 8702335
2. Complied with right battery check/service and installation inspection per Learjet maintenance manual 5-10-24. replaced right battery with serviceable deep cycled battery. operational check good.
P/N off 15580000 S/N off 080811
P/N on 30126-001 S/N on 8911417

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Mário Hermoso AP

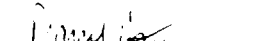
JetWest

REG# N47BA
DATE: 8/11/97

TT: 9470.6
LNDS: 7208

1. Complied with 300 hour service and lube.
2. Replaced nose wheel assembly with serviceable overhauled wheel assembly.
Nose wheel P/N on 9544207 S/N on Aug81-4974
Nose tire P/N on 184F10-2 S/N on 70241279

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AF


RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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JetWest

REG# N47BA
DATE: 8/11/97
TT: 9470.6
LNDS: 7208

1. Complied with Phase A1-A6, 300 hour inspection per LearJet maintenance manual 5-10-01 through 5-10-06.
2. Complied with 300 hour left and right engine inspection per LearJet maintenance manual
3. Complied with AD 87-02-06 paragraph A per SB 35/36-71-3 no defects noted, next due 9890.6 ACTT.
4. Complied with 150 hour right engine inspection, and soap sample from right engine.
5. Complied with 150 hour left engine inspection, and soap sample from left engine.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Tim Hanousek AP # [REDACTED]

JetWest

REG# N47BA
DATE: 8/15/97
TT: 9483.0
LNDS: 7219

Cepilot is unable to transmit, found broken wire on oxygen mic switch, repaired wire, operational check good.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

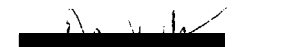

Doug Layne AP # [REDACTED]

JetWest

REG# N47BA
DATE: 8/14/97
TT: 9483.0
LNDS: 7219

1. Light in magnetic compass inoperative, replaced lamp, operational check good.
2. Cockpit ventilation fan will not shut off (rheostat on co-pilot side wall), replaced cockpit blower rheostat, operational check good.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AP #4 [REDACTED]

JetWest

REG# N47BA
DATE: 8/21/97
TT: 9494.9
LNDS: 7223

1. Complied with SB A73-3128, replaced left engine fuel line.
2. Replaced elevator downspring assembly attach bushing per maintenance manual 5-11-00.
3. Inspected elevator downspring assembly per maintenance manual 5-10-24.
4. Replaced elevator downspring assembly drawbolt bushing per maintenance manual 5-11-00.
5. Replaced elevator downspring assembly attach bolt per maintenance manual 5-10-15.
6. Rudder lower hinge point has excess free play, bushing worn, replaced lower hinge bushing, operational check good.
7. Right main landing gear outboard door has broken hinge, replaced hinge, operational check good.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


David Hein AP # [REDACTED]



1. Life Vests due inspection September 31, 1997.
2. Replaced right and left main landing gear up actuator hoses with steel-braided hoses.
3. Replaced nose landing gear up actuator hoses with steel-braided hoses.
4. Replaced right and left main landing gear door actuator hoses with steel braided hoses.
5. Replaced Keelbeam attachment bolts with new.
6. Replaced left and right flap nose roller bushings with new
7. Complied with lighting strike inspection checklist, and compass swing per Learjet maintenance manual.
8. Radome erosion boot is cracked, replaced erosion boot with new boot, inspected installation, no defects noted.
9. Replaced nose steering actuator servo with overhauled serviceable unit, operational check good.
P/N off 800171-03 S/N off 1257
P/N on 2380172-1 S/N on 0519
10. Replaced left battery with deep cycled serviceable unit, operational check good.
P/N on 4076 S/N on 080811
11. Replaced right battery with serviceable deep-cycled unit. operational check good.
P/N on 4076 S/N on 073885
12. Complied with AD 97-11-10, AD not applicable, oxygen masks not installed.
13. Complied with AD 96-19-13, AD not applicable, aircraft does not have Raisback system installed
14. Complied with AD 74-08-09, lavatory placarded properly per AD 74-08-09 R2.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Doug Layne AP # [REDACTED]

8/23/97
TT 9494.9
Lands 7223
600 H/A
1/25/97

1. Complied with Phase B1 through B6 - 600 hour inspection/check per maintenance manual 5-10-07.
2. Complied with 600 hour service and lubrication per maintenance manual 12-05-00.
3. Complied with Phase C1- C6 1200 hour inspection per maintenance manual 5-10-13.
4. Complied with 1200 hour service and lubrication per maintenance manual 12-21-01.
5. Complied with 2400 hour inspection per maintenance manual 5-10-19.
6. Complied with inspection of flight compartment left and right windshields.
7. Performed operational check of windshield alcohol anti-ice system and alcohol anti-ice pump.
8. Cleaned alcohol anti-ice filter element.
9. Checked engine fire extinguisher pressure gage for proper pressure per maintenance manual 5-10-24.
10. Complied with functional test drag chute per maintenance manual 5-10-24.
11. Complied with 6 month service and lubrication
12. Complied with discharge/recharge reconditioning cycle of GNS-500A standby battery, installed serviceable battery.
P/N on 22VR1-2 S/N on 0101130
13. Replaced right and left main landing gear actuator extend hoses with steel-braided hoses.
14. Replaced right and left main landing gear brake hoses with steel-braided hoses per maintenance manual 5-11-00.
15. Replaced right and left aileron center hinge bolts per maintenance manual 5-11-00.
16. Replaced right and left aileron drive yolk bolts per maintenance manual 5-11-00.
17. Replaced right and left spoiler attach bolts, spoiler pivot bolts, spoiler actuator bolts.
18. Complied with special SOAP sample on right and left engines.
19. Replaced right and left engine nacelle hydraulic hoses with steel braided hoses.
20. Fasten seat belt/no smoking sign does not operate properly, found diode on switch blown, replaced diode with new unit. Four wire on aft light assembly, corrected wire routing, operational check good.
P/N off/on IN2069
21. Diverter duct knob missing, installed new knob
22. Control column upper pulley covers are broken, fit and drilled new covers, installed covers with new hardware.
23. Lower door latch does not catch, installed new latch mechanism, rigged and operational check good
24. 3 passenger seats do not recline properly, removed for repair by Aero Nash.
25. Pilots right and left pedal pivot bushings worn, removed right and left rudder pedals, replaced bushings with new bushings, reinstalled right and left pedals with new pivot pins and roll pins, operational check good.
26. Copilots left pedal worn at pivot bushing, removed left pedal, replaced bushings with new bushings, reinstalled pedal with new pivot pins and new roll pins, operational check good.
27. Pilots right and left and copilots left pedal power brake valve links need to be tightened, tightened pilots right and left and copilots left power brake valve link bolts.
28. Screw head is broken off on copilots instrument panel, removed damaged nutplate, installed new
29. Elevator cable tension valve low, readjusted cable tension on elevator, operational check good.
30. Secondary yaw cable tension low, readjusted yaw cable tension, operational check good.
31. Installed new rudder pedal boots for captain and first officer's pedals.
32. Captains seat will not move up or down, found height adjust hydrolock inop; replaced with serviceable overhauled unit.
P/N on/off SL02500-13
33. Replaced underwater locator beacon battery per maintenance manual 25-64-01 Expiration date Oct 2003.
P/N off DK 100 S/N off unknown
P/N on DK 100 S/N on DM6882
34. Replaced right audio control panel with function tested serviceable loaner unit.
P/N off 6608213-2 S/N off 376
P/N on 6608213-2 S/N on 486 loaner.
35. Replaced yaw damper control head with serviceable loaner unit.
P/N off 501-1111-02 S/N off 1156
P/N on 501-1111-02 S/N on 1189 loaner
36. Complied with AD82-01-05R2 per SB 35/36-27-12B paragraph A, functional check of stall warning accelerometer, no defects noted next due 9714.9 ATT.
37. Complied with AD95-25-03, tip tank flapper valve inspection, No defects noted. Next Inspection Due Actt-10,095.
Note: Valves replaced 1/31/96 at Actt 8197 Ldgs 6278.

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Tim Hanousek AP # [REDACTED]

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AEROSHEAR AVIATION SERVICES

7701 Woodley Ave. Suite 118 Van Nuys, CA. 91406

FAA Approved Repair Station S6ZR632N

Aircraft Log Book Entry

Customer: JET WEST

Aircraft: 47BA

Hours: 9494.9

Landings: 7223

Replaced right hand flap actuator attach bracket P/N 2325079-8.

The airframe or component identified by the Work Order/Traveler was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under Work Order /Traveler No 97-821A

Date: 08/25/97

Signed

(Authorized Signature)

FAA Repair Station S6ZR632N

Jet Aviation Services, Inc.
4561 Emore Ave

FAA Repair Station LJJR952L
Burbank, CA 91505

Maintenance Release

The airframe, power plant, propeller or appliance identified above was repaired and inspected in accordance with current instructions contained on the operator's manual or program, the maintenance rules of the Federal Aviation Regulations under which the operator is certified and is approved for return to service as per those requirements.

*Pertinent details of the Repair are on file at this Repair Station under

Work Order No. 1753 Date: 8-22-97

Signed

JetWest

REG# N47BA
Date 9-24-97

TT 9547
LNDS 7263

1. Inspected Life Vests No vests due at this time Next inspection due 2/7/98

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Doug Layne AP

JetWest

REG# N47BA
DATE 10/4/97

ACTT: 9558
LNDS 7277

Complied with 150 hour left engine inspection

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Andy Davis AP

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ber of
entries.)

DATE

19

JetWest

REG# N47BA
DATE 10/4/97

ACTT: 9558
LNDS 7277

1. Performed 5 point run and removed soap sample from right engine
2. Removed right loaner engine S/N P-74431
3. Installed engine S/N P-74264. performed leak and functional test per Garrett and Learjet Maintenance Manuals.
4. Complied with chapter 5 requirements for engine removal per Learjet ch5-50-00 pg7 & ch5-10-24 pg 5.6. No defects noted.
5. Complied with AD 87-02-06 para B per SB 35/36-71-3. NDT of engine mount beam s/n 322. No Defects noted.
Next due Actt-11058

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Doug Layne AP

JetWest

REG# N47BA
DATE 10/4/97

ACTT: 9558
LNDS 7277

1. Complied with Garrett Service Bulletin A73-3128 on right engine.
2. Replaced trim indicator with serviceable repaired unit. operational check good.
PN off 6608217-12 SN off 1188
PN on 6608217-12 SN on 131

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

David Hein AP



JetWest

REG# N47BA
DATE 10/4/97

ACTT 9558
LNDS 7277

- 1 Replaced left inboard main landing gear wheel assembly with serviceable unit
PN off 9543991-4 SN off FEB91-92
PN on 9543991-4 SN on SEP78-3509
- 2 Replaced left outboard main landing gear wheel assembly with serviceable unit.
PN off 9543991-4 SN off NOV74-1286
PN on 9543991-4 SN on SEP94-7575
- 3 Replaced right inboard main landing gear wheel assembly with serviceable unit.
PN off 9543991-4 SN off APR83-5852
PN on 9543991-4 SN on FEB69-179
- 4 Replaced right outboard main landing gear wheel assembly with serviceable unit.
PN off 9543991-4 SN off JUL79-3954
PN on 9543991-4 SN on AUG79-3984

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Mario Heinosa AP # 

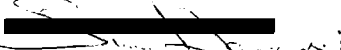

JetWest

REG# N47BA
DATE 10/9/97

ACTT 9577
LNDS 7295

- 1 Replaced nose landing wheel assy with serviceable repaired wheel. Operations check good
PN Off: 9544207-5 SN Off: Aug 81-4974
PN On: 9544207-5 SN On: Nov 77-2459

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


Tim Hanousek AP # 

JetWest

DATE

19



REG# N47BA
DATE 10/20/97

ACTT: 9610
LNDS 7320

Iterations
(number of
flight entries.)

- 1 Replaced AC Voltmeter with serviceable AC Voltmeter. Operations check good
PN Off: 4007-3001 SN Off: 196
PN On: 4007-3002 SN On: 411
- 2 Replaced No 4 Brake Assembly with serviceable overhauled brake assembly. Operations check good.
PN Off: 5003096-4 SN Off: Aug 74-736
PN On: 5003096-4 SN On: July 79-1848
- 3 Replaced No 3 Brake Assembly with serviceable overhauled brake assembly. Operations check good
PN Off: 5003096-4 SN Off: Nov 81-223
PN On: 5003096-4 SN On: Nov 73-426
- 4 Replaced No 2 Brake Assembly with serviceable overhauled brake assembly. Operations check good
PN Off: 5003096-4 SN Off: Nov 80-2871
PN On: 5003096-4 SN On: Aug 84-1165
- 5 Replaced No 1 Brake Assembly with serviceable overhauled brake assembly. Operations check good
PN Off: 5003096-4 SN On: April 76-250
PN On: 5003096-4 SN On: Jan 80-2020

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.


Tim Hanousek AP # 

JetWest

REG# N47BA
DATE 10/28/97

ACTT 9616
LNDS 7329

Operations
Number of
entries.)

DATE
19__

RECORDING
TACH
TIME

TODAYS
FLIGHT

TOTAL
TIME IN
SERVICE

Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of
Technician or Repair Facility. (See back pages for other specific entries.)

1. Replaced lower rotating beacon with serviceable overhauled rotating beacon. Operations check good
 PN Off 40-0100-1 SN Off 1569
 PN On 40-0100-1 SN On 9997

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Andy Davis
Andy Davis AP # [REDACTED]

WO 09258

AC/N 47BA

The fuel tank repair on the aircraft identified above was repaired, inspected and tested in accordance with current manufacturer's maintenance manual and Federal Aviation Regulations and was found airworthy. Pertinent details of the repair are on file at this agency under the above listed work order number.

N47BA

North American Aircraft Services, Inc
10100 Reunion Place, Suite 730
San Antonio, TX 78216
Approved Repair Station No NS8R594J

ACTT 9633.7
LNDS 7352

Signed
NAAS QC-030

2 255163**

Date 11-17-97

JetWest

REG# N47BA
DATE 11/06/97

ACTT 9630
LNDS 7342

1. Replaced Spoileron Computer with serviceable overhauled Spoileron Computer. Operations check good
 PN Off 501-1133-03 SN Off 1391
 PN On 501-1133-03 SN On 1849

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Doug Payne
Doug Payne AP # [REDACTED]

JetWest

REG# N47BA
DATE 11/06/97

ACTT 9630
LNDS 7342

1. Replaced Cockpit Blower with serviceable overhauled Cockpit Blower. Operations check good.
 PN Off EM608 SN Off: Unknown
 PN On 6608267-1 SN On: 147

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

David Heim
David Heim AP # [REDACTED]

JetWest

REG# N47BA
DATE 11/26/97

ACTT. 9658
LNDS. 7578

15 DATE
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1 Replaced Left Spoiler down and lock switch. Operations check good

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Tim Hanousek AP

Customer: JET WEST

Aircraft: N47BA

Hours: 9634

Landings: 7352

Replaced left-hand main gear door hinge. Replaced leaking huck rivets on top of left hand and right wings. Replaced working huck rivets on lower left-hand wing flap attach point. Installed new AAK 81-2B lower entry door repair kit. Replaced vertical stabilizer leading edge cap rib.

The airframe or component identified by the Work Order/Traveler was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under Work Order /Traveler No. 97-1030

Date: 11/15/97

Signed

(Authorized Signature)

FAA Repair Station S6ZR632N

JetWest

REG# N47BA
DATE 11/17/97

ACTT. 9634
LNDS. 7352

1. Complied with AD 82-01-05R2, per SB 35/36-27-12B. Operational check Stall Warning Accelerometer. Next due at 9853
2. Replaced Horizontal Stabilizer Actuator with serviceable overhauled Actuator. No defects noted.
PN Off: 2332540-213 SN Off: 091
PN On: 2332540-213 SN On: 004
3. Deep Cycled left Main Battery.
PN Off/On: 4076
SN Off/On: 2469
4. Deep Cycled right Main Battery.
PN Off/On: 4076
SN Off/On: 067146
5. Deep Cycled EPS Battery. Operations check good.
PN Off/On: PS-823B
SN Off/On: 2755
6. Replaced Pitch Trim Indicator with serviceable repaired Pitch Trim Indicator. Operations check good.
PN Off/On: 6608217-12
SN Off: 131 SN On: 140
7. Replaced right Wing Float Switch with serviceable overhauled Wing Float Switch. Operations check good.
PN Off/On: L 15H8
8. Reposition washer brake swivel on nose gear Actuator. Operations check good
9. Replaced left forward break fittings. Operations check good
10. Rerouted left main gear strut wiring. Operations check good
11. Rerouted left main gear actuator wiring. Operations check good
12. Replaced left forward inboard door seals with new inboard door seals. Operations check good
13. Reposition left inboard gear door actuator. Operations check good
14. Replaced right inboard gear door seals with new gear door seals. Operations check good
15. Rerouted right main strut wiring. Operations check good
16. Rerouted wiring forward of right nose cowling
17. Resealed ADF Antenna. Operations check good
18. Replaced Drag Chute Canister Lid
19. Replaced right Wing Static Wick

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Ron Chase AP

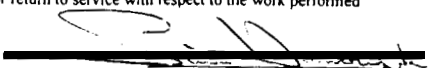
JetWest

REG# N47BA
DATE 11/27/97

ACTT 9661
LNDS 7378

- 1 Complied with 150 hour right engine inspection, and soap sample
- 2 Complied with 150 hour left engine inspection, and soap sample

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


Tim Hanousek AP

JetWest

REG# N47BA
DATE 12/01/97

ACTT: 9667
LNDS 7383

- 1 Replaced Yaw Damper Control Head with serviceable repaired Yaw Damper Control Head Operations check good
PN Off 501-111-02 SN Off 1189-Loaner
PN On 501-111-02 SN On 1591

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


Doug Payne

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JetWest

REG# N47BA
DATE 12/21/97

ACTT 9717
LNDS 7423

- 1 Replaced No. 1 Power Emergency Power Supply with serviceable Power Supply Operations check good
PN Off PS 823-B SN Off 2755
PN On PS 823-B SN On 3886
- 2 Inspected No. 1 EPS Battery
- 3 Operational check No. 1 EPS Battery

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


Ron Chase AP

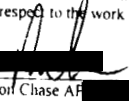
JetWest

REG# N47BA
DATE 01/02/98

ACTT 9730
LNDS 7438

- 1 Replaced pitch trim indicator with repaired serviceable unit operational check good
P/N off 6608217-12 S/N off 140
P/N on 6608217-12 S/N on 291

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed


Ron Chase AP

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AEROSHEAR AVIATION SERVICES

16644 Roscoe Boulevard Van Nuys, CA 91406
FAA Approved Repair Station S6ZR632N

Aircraft Log Book Entry

Customer: JET WEST
Aircraft: N47BA S/N 060
Hours: 9743.4
Landings: 7455

Removed left-hand spoiler brackets. Located and drilled and installed new spoiler brackets P/N23222516-140 and P/N 23222516-141.

The airframe or component identified by the Work Order/Traveler was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair are on file at this Repair Station under Work Order /Traveler No. 98-1049
Date: 01/21/98

Signed: [Signature]
(Authorized Signature) -
FAA Repair Station S6ZR632N

s DATE

19

JetWest

REG# N47BA
DATE: 1/14/98

ACTT: 9743
LNDS: 7455

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itries.

1. Complied with Phase A1-A6 - 300 Hour Inspection.
2. Complied with AD 87-02-06 Para A amendment 39-5520 dated 2/6/98 per SB 35/36-71-3 on right fwd mount. No defects noted. Next due ACTT 9963.
3. Complied with 150 hour left/right engine inspection & SOAP :check
4. Complied with 300 hour left/right engine inspection
5. Complied with 6 month service/lubrication.
6. Complied with operational check of windshield alcohol anti-ice system. No defects noted
7. Cleaned Alcohol Anti-Ice Filter Element
8. Functional test drag chute. Operations check good
9. Complied with discharge/recharge reconditioning cycle of GNS-500A Standby Battery
10. Adjusted aileron cable tension and inspected aileron for proper rigging per LJ M/M ch27
11. Replaced Aft power supply with serviceable overhauled power supply. Operations check good
PN Off: 6608465-1 SN Off: 3659
PN On: 6608465-1 SN On: 3380
11. Replaced right engine forward upper and lower shock housing with new housing
PN Off: LM833-2 SN Off: 80
PN On: LM833-2 SN On: NSN
12. Replace right engine forward upper and lower shock mount isolator with new isolator.
PN Off: LM833-1 SN Off: NSN
PN On: LM833-1 SN On: NSN

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
Ron Chase AP

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JetWest

REG# N47BA ACTT: 9743
DATE: 1/14/98 LNDS: 7455

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entries.)

DATE
19

1. Complied with 300 hour service/lubrication.
2. Inspected engine fire extinguisher pressure gage.
3. Performed weight check of left/right engine fire extinguishers.
4. Installed serviceable recertified life vests. Next inspection due 01/09/99
5. Installed new No. 1 Cartridge on left engine fire extinguisher
PN on 13083-5 Service Date: 12-97

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
Paul Schueger AP# [Redacted]

JetWest

REG# N47BA ACTT: 9743
DATE: 1/14/98 LNDS: 7455

1. Replaced Left and right Nose Trunnion Bearing Plates and Bushings with new Bearing Plates and Bushings.
Right-PN Off: 2331580-16 SN Off: NSN Left-PN Off: 2331580-17 SN Off: NSN
PN On: 2331580-16 SN On: 355010 PN On: 2331580-17 SN On: 273125

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
Tim Hanousek AP# [Redacted]

JetWest

REG# N47BA ACTT: 9813
DATE: 2/17/98 LNDS: 7519

1. Replaced Left Engine Starters with serviceable repaired Starter Engine. Operations check good.
PN Off: 6608200-1 SN Off: 280US
PN On: 71B1-1-C SN On: 208UST

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
Ron Chase AP# [Redacted]

JetWest

REG# N47BA ACTT: 9818
DATE: 2/19/98 LNDS: 7524

1. Replaced Right Engine Starters with serviceable overhauled Starter. Operations check good.
PN Off: 6608200-1 SN Off: 202US
PN On: 71B1-1-C SN On: 319UST
2. Replaced Interface Box Flight Director with serviceable repaired Interface Box Flight Director. Operations check good.
PN Off: 501-1156-01 SN Off: 1545
PN On: 501-1156-01 SN On: 1607-Loaner
3. Replaced No. 1 Receiver with serviceable repaired Receiver. Operations check good.
PN Off/On: VIR 30 SN Off/On: 3534

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed.

[Signature]
Ron Chase AP# [Redacted]

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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JetWest

REG# N47BA ACTT: 9801
DATE: 2/11/98 LNDS: 7506

1. Replaced Nose Wheel Assy with serviceable repaired Nose Wheel Assy Operations check good.
PN Off: 944207-5 SN Off: Nov 77-2459
PN On: 944207-5 SN On: Jan 91-6953

All maintenance performed on this aircraft was performed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service with respect to the work performed

Mario Hermoso
Mario Hermoso AP# [redacted]

Learjet 35 N47BA A/C T.T.: 10,164.5
S/N 35-060 2/5/99 Total Landings: 7751

Complied with the following maintenance items:

- 1) Connected flood light connector that was trapped behind instrument panel.
- 2) Replaced lower cabin door catch P/N 510-007 I.A.W. 52-11-02.
- 3) Secured copilot stick shaker with new hardware and serviced.
- 4) Tightened loose plug on pedestal light dimmer box. Ops. checked OK.
- 5) Installed new pilot mic holder clip.
- 6) Secured CD player with new hardware.
- 7) Serviced recline hydro lock on left FWD cabin seat I.A.W. 25-20-01.
- 8) Secured ice box door.

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entries.)
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- 9) C/W SB 35/36-27-33 by removing sealant from ailerons.
- 10) Replaced lower tail nav. light P/N GE 1683 I.A.W. 33-40-05. Ops. checked Ok.
- 11) Replaced 140 degree left battery temp. switch P/N 6608309-2 I.A.W. 24-32-00 & 20-00-00.
- 12) Repaired left and right horse collars I.A.W. 20-00-00.
- 13) Repaired hydraulic leak at aux. hyd. pump by tightening fitting. Leak checked OK.
- 14) Removed, serviced, and charged emergency power supply I.A.W. 24-33-01.
- 15) Fabricated A/C external data plate and installed on A/C per EAK's.
- 16) Secured cockpit headliner center strip.
- 17) Removed left battery and cleaned corrosive buildup and installed I.A.W. 24-32-01.
- 18) Applied pro-seal on wind shield de-ice ducts I.A.W. 20-00-00.
- 19) Serviced alcohol reservoir I.A.W. 12-10-08.
- 20) Replaced 2 aft cabin reading lights P/N GE 130 I.A.W. 33-11-00. Ops. checked OK.
- 21) Painted external emergency exit handle per placard requirements.
- 22) Repaired damaged fiberglass under panel air duct I.A.W. 20-50-00 & 20-00-00.
- 23) Removed 2 unused ELT antenna and installed flush patch per SRM 51-70-02.
- 24) Repaired leaks on several left on right wing lower inspection panels I.A.W. 20-10-00, 20-10-00, and 28-10-00. Leak checked OK.
- 25) Blended out damage to left and right cabin seat rails I.A.W. SRM-4 53-29-00.
- 26) Serviced oxygen I.A.W. 12-10-09.
- 27) Fiber glassed overlay on belly loop antenna erosion I.A.W. SRM-4 51-70-05.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.

1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5776

FAA CRS 58R536W

Date: 02/05/99 Authorized Signature: *[Signature]*

END

Bill Kearnes

Bill Kearnes

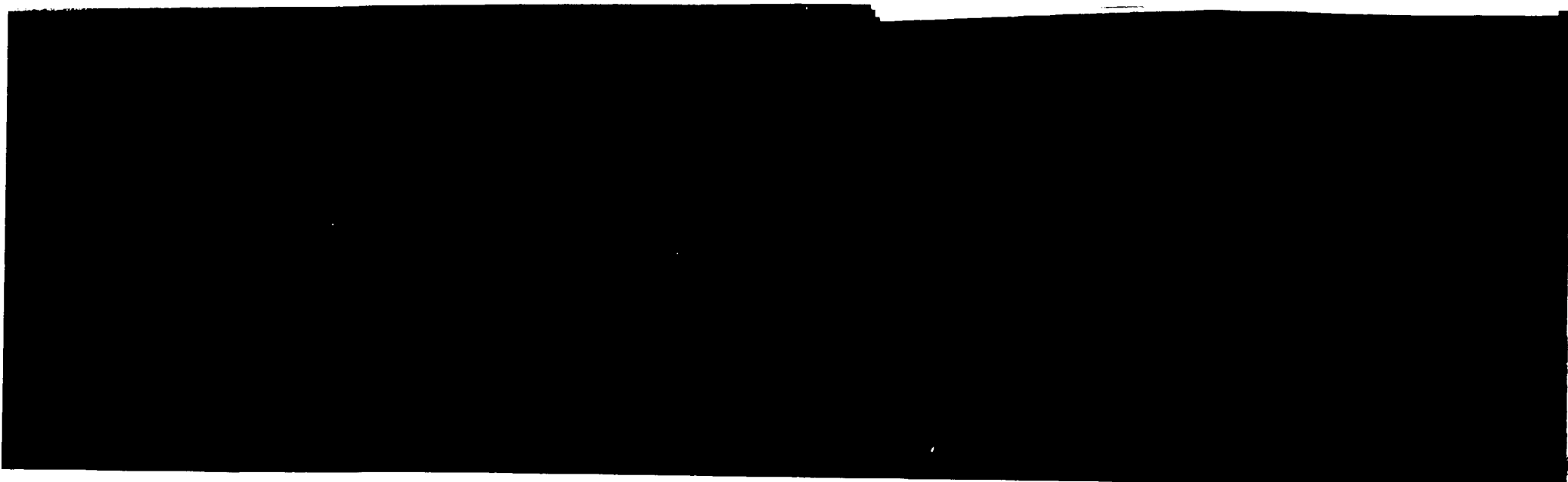
7751

AC 77
10.164.5 Found AD 78-6510 Net app. L. cable by bill Type. REP 13628894

Complied with the following maintenance items:

- 1) Connected flood light connector that was trapped behind instrument panel.
- 2) Replaced lower cabin door catch P/N GE 1309 I.A.W. 52-11-02.
- 3) Secured copilot stick shaker with new hardware and safetied.
- 4) Tightened loose plug on pedestal light dimmer box. Ops. checked OK.
- 5) Installed new pilot mic holder clip.
- 6) Secured CD player with new hardware.
- 7) Serviced recline hydro lock on left FWD cabin seat I.A.W. 25-20-01.
- 8) Secured ice box door.
- 9) C/W SB 35/36-27-33 by removing sealant from ailerons.
- 10) Replaced lower tail nav. light P/N GE 1683 I.A.W. 33-40-05. Ops. checked Ok.
- 11) Replaced 140 degree left battery temp. switch P/N 6608309-2 I.A.W. 24-32-04 & 20-00-00.
- 12) Repaired left and right horse collars I.A.W. 20-00-00.
- 13) Repaired hydraulic leak at aux. hyd. pump by tightening fitting. Leak checked OK.
- 14) Removed, serviced, and charged emergency power supply I.A.W. 24-33-01.
- 15) Fabricated A/C external data plate and installed on A/C per FAR's.
- 16) Secured cockpit headliner center strip.
- 17) Removed left battery and cleaned corrosive buildup and installed I.A.W. 24-32-01.
- 18) Applied pro-seal on wind shield de-ice ducts I.A.W. 20-00-00.
- 19) Serviced alcohol reservoir I.A.W. 12-10-08.
- 20) Replaced 2 aft cabin reading lights P/N GE 1309 I.A.W. 33-11-00. Ops. checked OK.

*Pre -
Buy ins -
1/31/99 -
2/5/99*



- 22) Repaired damaged fiberglass under ram air duct I.A.W. 20-50-00 & 20-00-00.
23) Removed 2 unused ELT antenna's and installed flush patch per SRM 51-70-02.
24) Repaired leaks on several left on right wing lower inspection panels I.A.W. 20-10-00, 20-10-00, and 28-10-00. Leak checked OK.
25) Blended out damage to left and right cabin seat rails I.A.W. SRM-4 53-29-00.
26) Serviced oxygen I.A.W. 12-10-09.

27) Fiber glassed overlay on belly loop antenna erosion I.A.W. SRM-4 51-70-05.
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.

1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5776

FAA CRS SJ8R536W

Date: 02/05/99 Authorized Signature: 


END

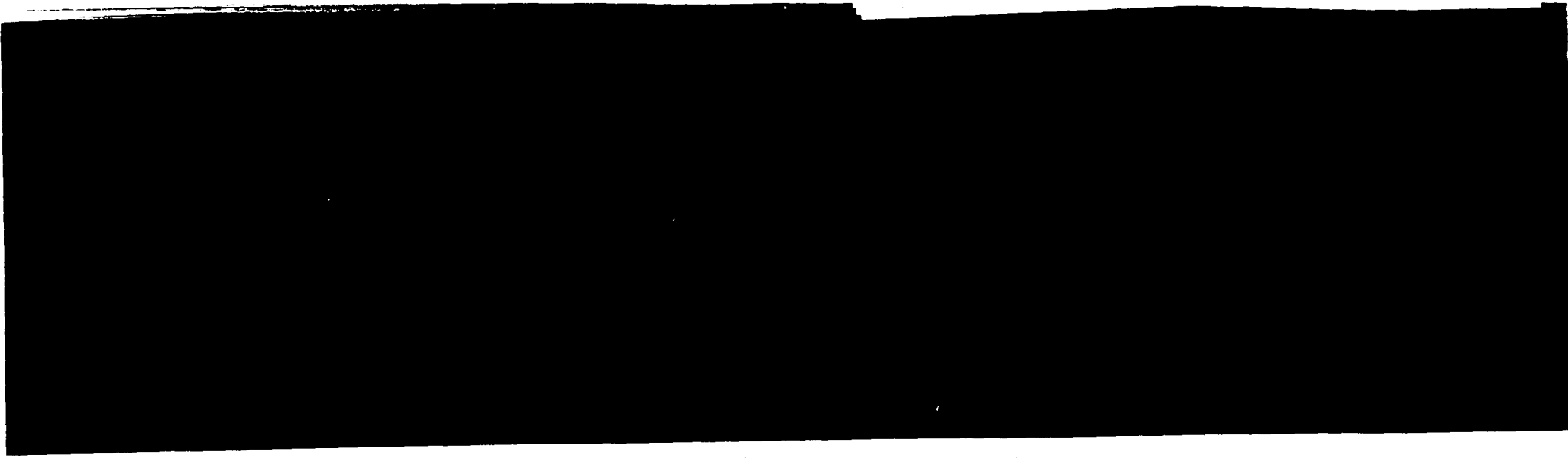
Log Entry
Gates Learjet

Airframe
35A

N47BA
S/N 060

03/09/99 Comply with customer supplied avionics inspection dated 10/01/98, see WO# 35204 for details.


CE Avionics, Inc.
CRS OE4R411M



	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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DATE 19 ____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterat <small>Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific ent</small>
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RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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Learjet 35
S/N 35-060

N47BA
3-15-99

AFTT 10192.5
Landings 7781

Complied the following items for FAR Part 135 Compliance.


- 1) Riggged flaps in accordance with 27-50-00. Ops. checked normal.
- 2) FAR part 135 avionics inspection complied with by C.E. Avionics.
- 3) Installed cockpit hobbs meter L.A.W. Learjet 35 instructions 31-23-00. Ops. checked OK.
- 4) GNS battery deep cycle C/W by C.E. Avionics WO 35274. Installed L.A.W. 34-23-04.
- 5) Complied with main battery tray inspection L.A.W. 24-32-10. No defects noted.
- 6) Serviced both main batteries in accordance with 12-32-00.
- 7) Complied with engine fire bottle weight check and visual check L.A.W. 26-20-00. Check OK.
- 8) Performed repair on both right hand aft galley cabinet doors L.A.W. 51-70-01 and 25-20-02.
- 9) Complied with right generator bearing change by overhaul. P/N 30B107-19A S/N 181. See return to service tag for details. Installed L.A.W. 24-31-01. Ops. checked normal.
- 10) Installed eight new life vests in aircraft.
- 11) Installed proper length screw in flap bay inspection panels in accordance with 27-50-00.
- 12) Installed four overhauled brake assemblies.
 Off P/N 5003096-4 S/N NOV77-934 On P/N 5003096-4 S/N MAY82-670
 Off P/N 5003096-4 S/N DEC77-975 On P/N 5003096-4 S/N FEB85-144
 Off P/N 5003096-4 S/N JUN98-109 On P/N 5003096-4 S/N JAN81-7
 Off P/N 5003096-4 S/N APR78-1907 On P/N 5003096-4 S/N JUN83-25
 Work done L.A.W. 32-43-01. Ops. checked normal.
- 13) Installed two new cockpit and cabin fire extinguishers for FAR 135.155 compliance.
- 14) Adjusted right hand gear fairing to flush L.A.W. 53-10-00.

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entries.)
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- 19
- 15) Removed and replaced gear door air seals L.A.W. 52-80-00.
 - 16) Installed loaner oxygen mask in copilot position. P/N 112145A Off S/N 001007 On S/N 226.
 - 17) Replaced tail cone static wick P/N 15340 L.A.W. 23-60-00.
 - 18) Performed fuel system calibration check L.A.W. Learjet MM 28-40-00. Using Barfield tester and P/N 101-00438. No adjustments needed at this time.
 - 19) Replaced nose tire P/N 184F10-2 with new S/N 83641547 L.A.W. 32-41-00. Leak checked OK.

I certify that this airframe was repaired in accordance with current Federal Aviation Regulations and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Bldg. 333
Sanford, FL 32773

Sunjet Work Order # 5784
Authorized Signature 
FAA CRS SJ8R536W 3-15-99

END

Learjet 35
S/N 35-060

N47BA
4/9/99

A/C T.T.: 10224.8
Total Landings: 7806

Complied with the following maintenance items:

- 1) Complied with Learjet SB 35/36-34-4 by polishing of static ports.
- 2) Magnetic Compass repaired and inspected by CE Avionics WO 35379. Installed back in aircraft and performed compass swing with radio's on. Placarded aircraft.
- 3) Added CVR test information to before start checklist.
- 4) Installed new CL102A checklist in aircraft.

Learjet 35
S/N 35-060

N47BA
3/18/99

A/C T.T.: 10,192.9
Total Landings: 7782

Complied with the following maintenance items for FAR Part 135 compliance.

- 1) Riggged flaps in accordance with Lear MM 27-50-00, Ops. normal.
- 2) Fabricated computer tracking program for aircraft components and inspections.
- 3) Complied with GNS battery deep cycle. Work performed by CE Avionics. See return to service for details. WO 35274.
- 4) Performed main battery tray inspection I.A.W. 24-32-10 no defects noted.
- 5) Complied with main battery service I.A.W. 12-32-00 and Marathon Manual.
- 6) Complied with left and right engine fire bottle weight check I.A.W. 26-20-00. Left hand 5 lbs. 15 1/2 oz, Right hand 6.0 lbs.
- 7) Repaired main cabin gallery door and gallery ice drawer I.A.W. SRM-4 51-70-01, 51-40-02, and 25-20-02.
- 8) Complied with right hand generator bearing change requirement by having generator S/N 181 Overhauled. See return to service tag for details. Ops. checked normal.
- 9) Installed new life vests in aircraft. Next due inspection 7/1/00.
- 10) Installed proper screws on flap fairing panel due to chaffing.
- 11) Installed newly overhauled brake assy's.

P/N 5003096-4 off NOV77-934 on MAY82-170
off DEC77-975 on FEB85-144
off JUN98-109 on JAN81-7
off APR78-1907 on JUN83-25

Operational checked and leak checked I.A.W. 32-43-01.

- 12) Installed new cabin fire extinguishers to conform with FAR 135.155.
- 13) Checked primary and secondary yaw servo capstan torque per pilot request checked within limits per MM 22-11-14.
- 14) Adjusted right hand gear fairing to fair with wing I.A.W. MM 53-10-00.
- 15) Removed and replaced right hand gear door air seals I.A.W. 52-80-00.
- 16) Replaced oxygen regulator on copilot side P/N 112145A S/N off 001007 S/N on 226, work done in accordance with MM 35-10-01. Leak checked OK.
- 17) Replaced tail cone static wick P/N 15340 I.A.W. 23-60-00.
- 18) Updated Laser Program paperwork.
- 19) Performed aircraft fuel indicating system calibration check I.A.W. 28-40-00 with Barfield test unit P/N 101-00420 and P/N 101-00438 harness found within limits.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5784

FAA CRS SJ8R536W

Date: 03/18/99 Authorized Signature: 

END

TOTAL
TIME IN
SERVICE

Reference of Major Repairs and Major Alterations To

FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency

- 5) Relocated cabin fire extinguisher to floor under left front seat to ease removal. Installation done I.A.W. SRM-4 CH 51-40-01 and 02. Located at same station. I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5829

FAA CRS SJ8R536W

Date: 04/9/99 Authorized Signature: 

END

Learjet 35
S/N 35-060

N47BA
4-10-99

AFTT 10224.8
Landings 7806

Complied the following items for FAR Part 135 Compliance.

- 1) Replaced left and right landing light P/N GE-4580 I.A.W. 33-40-01. Ops. checked OK.
- 2) Removed and replaced all main gear axle washers P/N 2631513-5 I.A.W. 32-42-00.
- 3) Replaced co-pilot dimmer box P/N 1977-1 S/N 354 with newly overhauled unit P/N 1977-1 S/N 3142. I.A.W. Ch 33-13-00. Ops. checked OK.
- 4) Serviced emergency air I.A.W. 12-10-07.
- 5) Replaced pedestal dimmer box P/N 1977-1 S/N 1402 with newly overhauled unit P/N 1977-1 S/N 2918. I.A.W. Ch 33-13-00. Ops. checked OK.
- 6) Installed repaired lower cabin door actuator P/N 6600233-1 S/N 0832 I.A.W. 52-11-02. Ops. OK.
- 7) Removed loaner pilot side ADI and installed overhauled unit P/N 622-0836-003 S/N 1780 I.A.W. 34-23-00. Ops. checked normal.

DATE
19 ____

TOTAL
TIME IN
SERVICE

Reference of Major Repairs and Major Alterations To

FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency

- 8) Repaired windshield ice detect lights by installing new P/N 6838AS25 on left side and reseating bulb on right side. Work done in accordance with 30-80-01. Ops. OK.
- 9) Performed visual inspection and weight check of cabin fire extinguisher per manufactures specs.
- 10) Performed 150 hr. engine inspections of #1 and #2 engines I.A.W. 72-00-00. Retrieved SOAP's.
- 11) Performed ULB ping test using Dukane PL-3 operational tester I.A.W. Dukane MM 03-TM-0037.
- 12) Serviced oxygen I.A.W. 12-10-09.

I certify that this airframe was repaired in accordance with current Federal Aviation Regulations and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Bldg. 333
Sanford, FL. 32773

Sunjet Work Order # 5829

Authorized Signature: 
FAA CRS SJ8R536W 4-10-99

END

Learjet 35
S/N 35-060

N47BA
4/13/99

A/C T.T.: 10,233.1
Total Landings: 7814

I certify that this airframe was inspected and repaired in accordance with current Federal Aviation Regulations and is placed on Sunjet Aviation, Inc. FAR Part 135 Certificate Number SJ8A536W and Sunjet Aviation, Inc. AAIP Program in accordance with F.A.R. Parts 91.409 & 135.419 and Sunjet Aviation, Inc. FAR 135 Ops. Specs.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

FAA CRS SJ8R536W

Date: 04/13/99 Authorized Signature: 

END

TOTAL TIME IN SERVICE	Reference of Major Repairs and Major Alterations To FAA Form ACA-337 by Date, or to the Work Order by Number and the Approving Agency	
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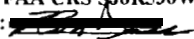
Learjet 35 N47BA A/C T.T.: 10,235.8
S/N 35-060 4/21/99 Total Landings: 7817

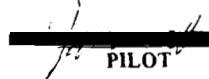

Complied with the following maintenance.

- 1) Removed co-pilot HIS and sent for repair. Installed loaner unit P/N 787-6385-005 S/N 1429. Ops. checked I.A.W. 34-23-00. Operation checked normal.
- 2) Complied with 600 hr. stab. actuator replacement. Removed P/N 2332540-213 S/N 004. Installed overhauled unit P/N 2332540-213 S/N 023. Ops. checked OK I.A.W. 27-40-05.
- 3) Replaced all four main tires.
 - #1 Tire Off P/N 178K23-5 S/N 82700434 On P/N 038-627 S/N 9023P0005
 - #2 Tire Off P/N 178K23-5 S/N 82681581 On P/N 038-627 S/N 9022P00546
 - #3 Tire Off P/N 178K23-5 S/N 82681580 On P/N 038-627 S/N 9022P00025
 - #4 Tire Off P/N 178K23-5 S/N 882700441 On P/N 038-627 S/N 902P00002
 Replaced tires and serviced in accordance with chapter 32-42-00. NDT work complied with by Power Aviation Inc.
- 4) Evaluated popping sound from left elevator. Removed left elevator I.A.W. 55-20-01. Removed rivet from upper inboard skin and leading edge upper and lower skin I.A.W. SRM-4 ch. 51-40-02. Evaluated internal structures for cracks, loose, and popped rivets. No defects noted on internal structures. Reinstalled rivets in skin I.A.W. Learjet SRM-4 chapter 51-40-02. Reinstalled elevator I.A.W. Learjet MM Ch. 55-20-01.
- 5) Performed Drag Chute inspection I.A.W. 35 MM Ch. 25-62-00.
- 6) Complied with 6 month lube requirement I.A.W. 12-05-00.
- 7) Performed a visual inspection of down spring assy. (No defects noted)
- 8) Removed #2 generator to troubleshoot another aircraft (N72LL). Installed Newly overhauled unit P/N 30B107-19A S/N 249. Ops. and installed I.A.W. 24-31-00 and 24-31-01. Operational checked normal.

DATE	A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
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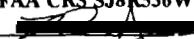
19 _____

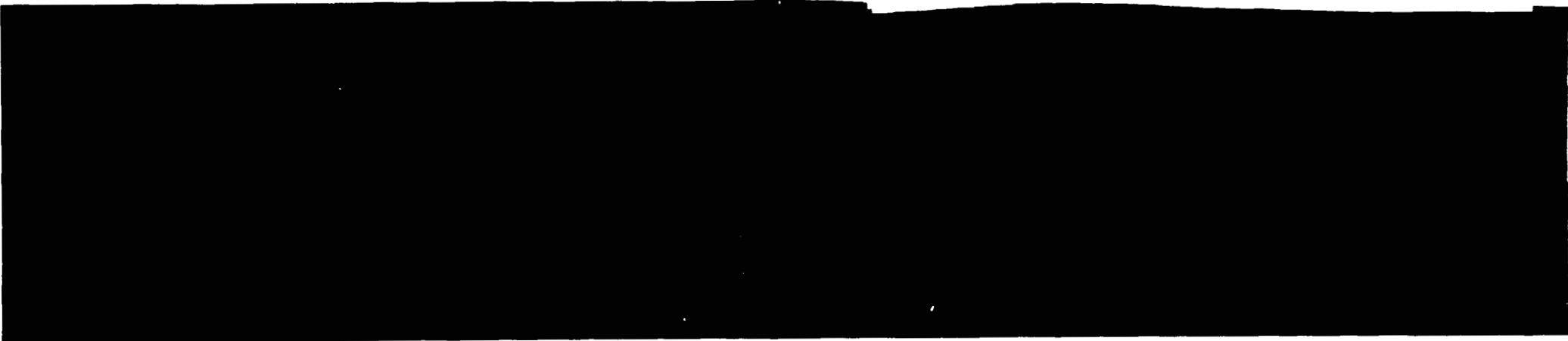
9) Performed visual inspection of EPS battery I.A.W. 12-23-01.
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.
Sunjet Aviation Inc.
1604 Hangar Rd. Building 333 WO# 5836 FAA CRS SJ8R536W
Sanford, FL. 32773 Date: 04/21/99 Authorized Signature: 
Performed flight test on the above items and found aircraft to perform normally.

 PILOT  Cert. No.

END

Learjet 35 N47BA A/C T.T.: 10265.4
S/N 35-060 5/5/99 Total Landings: 7841

Complied with the following maintenance items:
1) Serviced left hand engine with 1 qt oil Mobil Jet II IWA Lear 35 Flight Manual.
2) Replaced recognition light with new PN GE4552 IAW Lear 35 MM 33-40-05.
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.
Sunjet Aviation Inc.
1604 Hangar Rd. Building 333 WO# 5848 FAA CRS SJ8R536W
Sanford, FL. 32773 Date: 05/5/99 Authorized Signature: 
END



A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
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Learjet 35
S/N 35-060

N47BA
5/10/99


A/C T.T.: 10280.8
Total Landings: 7846

Complied with the following maintenance items:

1. Weight Checked and inspected cockpit and cabin fire extinguishers IAW Man. Specs
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5848
Date: 05/10/99

FAA CRS SJ8R536W
Authorized Signature: 

END

Learjet 35
S/N 35-060

N47BA
5/13/99


A/C T.T.: 10285.3
Total Landings: 7852

Complied with the following maintenance items:

1. Performed operational check of stall warning accelerometer IAW MM 27-31-05.
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5848
Date: 05/13/99

FAA CRS SJ8R536W
Authorized Signature: 

END

DATE	A.D. NUMBER	TOTAL TIME IN SERVICE	Airworthiness Directives Chronological Listing of Compliance and Method of Compliance
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Learjet 35
S/N 35-060

N47BA
5/19/99

A/C T.T.: 10302.2
Total Landings: 7868


Complied with the following maintenance items:

1. Replaced Capillary line from O2 bottle to frame 5 IAW MM 35-00-00.
2. Serviced oxygen bottle IAW MM 12-10-09.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5848
Date: 05/19/99

FAA CRS SJ8R536W
Authorized Signature: 

END

Learjet 35
S/N 35-060

N47BA
5/20/99

A/C T.T.: 10306.9
Total Landings: 7872


Complied with the following maintenance items:

1. Installed repaired start time relay PN 2618114-1 IAW MM 80-10-00 operation ck normal
2. Installed new door cable PN 2411660-18 IAW MM 52-00-00.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333
Sanford, FL. 32773

WO# 5848
Date: 05/20/99

FAA CRS SJ8R536W
Authorized Signature: 

END

TOTAL TIME IN SERVICE	Manufacturers' Mandatory Service Bulletins Chronological Listing of Compliance and Method of Compliance	
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Learjet 35 N47BA A/C T.T.: 10306.9
S/N 35-060 5/21/99 Total Landings: 7872

Complied with the following maintenance items:

- 1) Replaced DME indicator with overhauled assembly IAW MM 34-52-04.
- I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333 WO# 5848 FAA CRS SJ8R536W
Sanford, FL. 32773 Date: 05/21/99 Authorized Signature: [Signature]

END

Learjet 35 N47BA A/C T.T.: 10,326.0
S/N 35-060 6/11/99 Total Landings: 7885

Complied with the following maintenance.

- 1) Replaced cockpit blower with overhauled unit P/N 2619387-2 S/N 1867 in accordance with 21-21-01. Operational checked OK.
- 2) Repaired damaged wires in copilot control wheel I.A.W. (Yaw Damper Disconnect).
- 3) Installed HF radio components back in aircraft see 337 dated 6/8/99.
- 4) Complied with Phase A1-6 inspection per. MM 05-10-01 thru 05-10-06.
- 5) Complied with service and lube requirements per. MM 12-05-00.
- 6) Complied with main service check per Marathon Service Manual.
- 7) Complied with weight check and visual insp. of cabin fire extinguishers.
- 8) Replaced left hand landing light I.A.W. 33-40-01. Ops. checked OK.

DATE	TOTAL TIME IN SERVICE	Equipment Addition, Removal or Exchange			
19 _____		Item	Manufacturer's Name	Model	Serial Number

- 9) Repaired inboard leading edge of right hand flap due to screw damage from improper length screws in wing root fairing. Removed damaged area I.A.W. SRM-4 51-70-02. Fabricated repair doubler and filler I.A.W. SRM-4 51-70-02, treated I.A.W. 51-30-04, and installed I.A.W. 51-70-00.
- 10) Serviced alcohol I.A.W. 12-10-08.
- 11) Repaired upper skin in center of right hand flap. Removed cracked area I.A.W. SRM-4 51-70-02. Fabricated, treated, and installed repair doublers I.A.W. SRM-4 51-70-02, 51-30-04.
- 12) Serviced oxygen I.A.W. 12-10-09.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
1604 Hangar Rd. Building 333 WO# 5875 FAA CRS SJ8R536W
Sanford, FL. 32773 Date: 6/11/00 Authorized Signature: [Signature]
Learjet 35 N47BA A/C T.T.: 10,335.2
S/N 35-060 6/22/99 Total Landings: 7890

Complied with the following maintenance items;

- 1) Replaced fuel transfer switch P/N 8E2021-371 with new switch in accordance with chapter 28-20-00. Operationally checked OK.
- I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave. WO# 5895 FAA CRS SJ8R536W
Sanford, FL. 32773 Date: 06/22/99 Authorized Signature: [Signature]

END

Learjet 35
S/N 35-060

N47BA
09-03-99

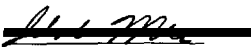
A/C T.T.: 10,401.2
Total Landings: 7953

Complied with the following maintenance.

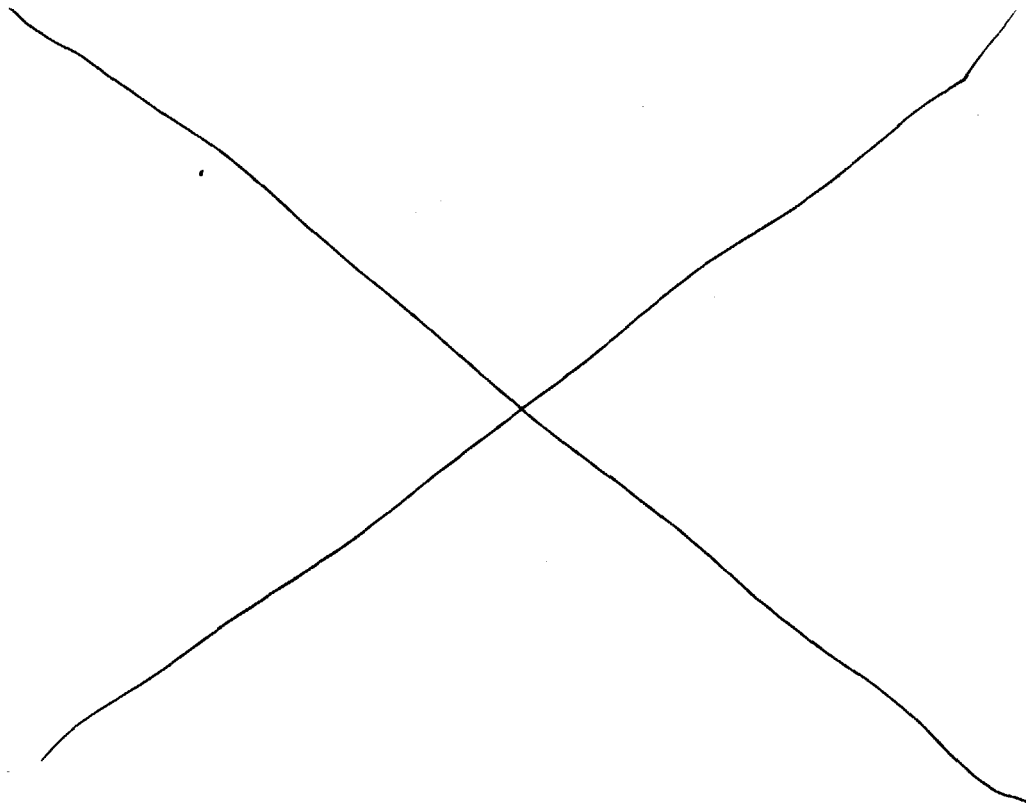
- 1) Serviced hydraulic reservoir. Ref. 12-10-02.
- 2) Service oxygen system. Ref. 12-10-09.
- 3) **Removed ULB & performed ULB ping test, and re-installed unit, Ref. Dukane M.M. 03-TM-0037.**
- 4) Replaced missing vortex generator. left outbd aft, P/N 2322571-3, Ref. 57-30-02.
- 5) **Performed cabin & cockpit fire extinguisher weight checks, found ok per. Manufacturers instructions on bottles.**
- 6) **Performed Right & Left engine fire bottle visual inspection, pressures ok, Ref. 26-20-00.**
- 7) Removed C&E loaner DME interrogator P/N 622-1233-001 S/N 513 and installed original unit S/N 1819, removed DME indicator had bench checked, re-installed, operational check good. Ref. 34-55-00.
- 8) Removed right generator and re-installed, adjusted base clamp, operational checks good. Ref. 24-31-01.

I certify that this airframe was repaired in accordance with Lear 35 M.M. and current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

SunJet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO # 5974 Date: 09-03-99

END



Learjet 35
S/N 35-060

N47BA
09-30-99


A/C T.T.: 10443.7
Total Landings: 7988

Complied with the following maintenance.

- 1) Removed rudder trim indicator from pedestal and replaced pins for connector and reinstalled, operational check good, Ref. Chap. 20 & 27-20-05.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 09-30-99

END

Learjet 35
S/N 35-060

N47BA
10-04-99


A/C T.T.: 10457.1
Total Landings: 8002

Complied with the following maintenance.

- 1) Replaced right taxi/landing light P/N 4580, operational check good, Ref. 33-40-01.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 10-04-99

END


Learjet 35 N47BA A/C T.T.: 10443.7
S/N 35-060 09-30-99 Total Landings: 7988

Complied with the following maintenance.

- 1) Removed rudder trim indicator from pedestal and replaced pins for connector and reinstalled, operational check good, Ref. Chap. 20 & 27-20-05.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 09-30-99

END


Learjet 35 N47BA A/C T.T.: 10457.1
S/N 35-060 10-04-99 Total Landings: 8002

Complied with the following maintenance.

- 1) Replaced right taxi/landing light P/N 4580, operational check good, Ref. 33-40-01.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 10-04-99

END


Learjet 35 N47BA A/C T.T.: 10465.
S/N 35-060 10-07-99 Total Landings: 8005

Complied with the following maintenance.


- 1) Complied with aileron felt lube, Ref. 12-05-00.
- 2) Complied with Flap lube, Ref. 12-05-00.
- 3) Complied with landing gear lube, Ref. 12-05-00.
- 4) Replaced left gear unsafe light bulb, operational check in test mode and with gear door switch. System checked good, Ref. 32-30-01.
- 5) Removed fuel quantity selector switch P/N RG55B125 S/N P-2/3112 and installed serviceabl switch S/N S-46.
- 6) Removed GPS control head and sent out for repairs P/N 011-00106-00 S/N 82600895, reinstalled, operational checks good, Ref. Garmin M.M.
- 7) Gained access to left fuel computer, ran aircraft at power (N1 94% power of the day) engine was at only 86% power, adjusted fr/mn schedule and engine flat rate adjustment. Matched engines at 94.5% N1. Power checks good. Closed area for flight fuel computer, Ref. Allied Signal M.M.72-00-00 page 512 thru 531.
- 8) Removed flap trim control panel and adjusted zero limit switch, operational check good, Ref. 27-51-09.
- 9) Removed left flap, removed upper trailing edge skin to gain access to inboard rib. Installed new outboard flap track inboard rib P/N 2625015-75-575, reinstalled skin, and reinstalled flap, Ref. 27-50-01, 27-51-00, 51-30-02, 51-40-02, 51-70-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 10-07-99

END

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
Learjet 35 S/N 35-060	N47BA 10-16-99	A/C T.T.: 10487.3 Total Landings: 8022	
Complied with the following maintenance items:			
1) Tightened left landing gear actuator switch jam nut and safety wired, leak checks good, Ref. 32-30-03.			
2) Fuel leaks on right and left wing inspection panels. Leak checked OK.			
I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.			
Sunjet Aviation Inc. 2841 Flightline Ave. Sanford, FL 32773	FAA CRS SJ8R536W Authorized Signature:  WO# 6056 Date: 10-16-99		
----- END -----			

DATE	
Learjet 35 S/N 35-060	
Complied with	
1) Removed r: units, opera	
2) Replaced fl indications.	
3) Removed C hardware f	
I certify that th Aviation Regul: return to servic Sunjet Aviation 2841 Flightline Sanford, FL 3:	

LAST 30 DAYS of ^{LOG.} ~~the~~ MAINTENANCE

DATE

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

MECHANIC'S
SIGNATURELICENSE
NUMBERLearjet 35
S/N 35-060N47BA
10-21-99A/C T.T.: 10504.0
Total Landings: 8039

Complied with the following maintenance items:

- 1) Removed all main wheels and sent out for Eddy current inspection by Power Aviation & all wheel bolts. See yellow tags/cert. papers, installed new tires and greased bearings and installed new o-rings, main wheels reinstalled, Ref. 32-40-00, 32-42-00.

Removed


#1 P/N 178K23-5 S/N 9023P00800
 #2 P/N 178K23-5 S/N 9125P00335
 #3 P/N 178K23-5 S/N 9024P00137
 #4 P/N 178K23-5 S/N 9119P00661

Installed

P/N 178K23-5 S/N 91921751
 P/N 178K23-5 S/N 91941132
 P/N 178K23-5 S/N 91920286
 P/N 178K23-5 S/N 91961816

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
 2841 Flightline Ave.
 Sanford, FL 32773

FAA CRS SJ8R536W
 Authorized Signature: 
 WO# 6056 Date: 10-21-99

END

DATE

Learjet 35
S/N 35-060

Complied with the fo

- 1) Removed upper e
ran aircraft to pov
3213736-1-1 and i
power runs opera
2) Removed lower co
pressure switch, r
switch P/N P20M.
30-21-02.

3)
 I certify that this aircr
 Aviation Regulations :
 return to service.
 Sunjet Aviation Inc.
 2841 Flightline Ave.
 Sanford, FL 32773

A/C NO. 35 060

REG NO. N47BA

AIRCRAFT AD, SB, MOD REPORT
AIRCRAFT MODEL- LEARJET 35
MASTER & C/W DATA

SUNJET AVIATION, INC

REPORT DATE 05/07/99

PAGE NO. 1

THE FOLLOWING INFORMATION IS ACCURATE AND CURRENT TO THE BEST KNOWLEDGE AND ABILITY OF CSI
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> = USER

* - A = AIRWORTHINESS C = CANCELLED/RESCINDED D = DELETED I = INFO ONLY O = OPTIONAL M = MANDATORY R = RECOMMENDED S = SUPERSEDED

AD / SB / MODS	REFERENCE	C/W	REMARKS	LOC *	AD / SB / MODS	REFERENCE	C/W	REMARKS	LOC *
AAK76- 2		03/18/77			AD79-08-01 R1			N/A	M
AAK76- 4A		07/24/76	C/W		AD80-06-02		03/15/80	C/W	M
AAK79- 2		02/13/81	C/W		AD80-07-09		03/15/80	C/W	M
AAK79- 4		11/03/79	C/W					AMK 79-9	
AAK80- 2		09/21/82	C/W		AD80-09-06		04/29/80		M
AAK81- 2		04/19/86	C/W		AD80-16-04 L ENG		02/13/81	C/W	M
AAK82- 2		04/12/88	C/W		AD80-16-04 R ENG		02/13/81	C/W	M
AAK85- 1			N/A		AD80-16-06		08/18/80	C/W	M
			AD95-19-04		AD80-17-11 PARA A		05/10/88	C/W	M
AD74-08-09 R2			REPEAT REF 990050	M	AD80-17-11 PARA B		05/10/88	C/W	M
AD74-11-04 L ENG			N/A	M	AD80-18-08		12/02/80	C/W	M
			BY PN OR SN		AD80-19-09 PARA A		11/04/80	C/W	M
AD74-11-04 R ENG			N/A	M				AMK 80-7	
			BY PN OR SN		AD80-19-09 PARA B		11/04/80	C/W	M
AD74-13-09 L ENG			N/A	M				AMK 80-7	
			BY PN OR SN		AD80-19-11 PARA A		06/09/85	C/W	M
AD74-13-09 R ENG			N/A	M	AD80-19-11 R1		06/09/85	C/W	M
			BY PN OR SN		AD80-19-19		08/18/80		M
AD74-18-12 L ENG			N/A	M	AD81-13-07		10/11/90	C/W	M
			BY PN OR SN		AD81-24-08 L ENG		06/25/82	C/W	M
AD74-18-12 R ENG			N/A	M	AD81-24-08 R ENG		06/25/82	C/W	M
			BY PN OR SN		AD82-01-05 R2			REPEAT REF 990235	M
AD74-18-16 L ENG			N/A	M	AD82-23-03 R1 L ENG		03/07/83	C/W	M
			BY PN OR SN		AD82-23-03 R1 R ENG		03/07/83	C/W	M
AD74-18-16 R ENG			N/A	M	AD83-08-03		05/04/83	C/W	M
			BY PN OR SN		AD83-26-03		03/30/84	C/W	M
AD74-23-05 L ENG			N/A	M	AD84-18-07		04/11/86	C/W	M
			BY PN OR SN		AD84-19-06		04/12/85	C/W	M
AD74-23-05 R ENG			N/A	M	AD84-20-06		04/07/87	C/W	M
			BY PN OR SN		AD85-22-04		11/30/85	C/W	M
AD75-05-12 L ENG			N/A	M	AD85-22-10		03/02/85	C/W	M
			BY PN OR SN		AD86-03-01 L ENG			N/A	M
AD75-05-12 R ENG			N/A	M				BY PN OR SN	
			BY PN OR SN		AD86-03-01 R ENG			N/A	M
AD75-07-10 L ENG			N/A	M				BY PN OR SN	
			BY PN OR SN		AD86-11-05 L ENG		07/20/88	SUPERSEDED	M
AD75-07-10 R ENG			N/A	M	AD86-11-05 R ENG		05/17/95	SUPERSEDED	M
			BY PN OR SN		AD86-22-05		04/07/85	C/W	M
AD76-07-09		03/01/91	C/W	M				AMK 86-4	
AD76-18-07		08/28/76	C/W	M	AD86-22-10		03/02/92	C/W	M
AD78-16-03		08/02/78	C/W	M	AD86-25-01		05/07/87	C/W	M
AD78-22-10			N/A	M	AD87-02-06 L ENG NDI			N/A	M
			BY PN OR SN					REPLACED 10/06/95	
AD78-22-10 L ENG			N/A	M	AD87-02-06 L ENG VIS			N/A	M
			BY PN OR SN					NO LONGER APPLIES	
AD78-22-10 R ENG			N/A	M	AD87-02-06 R ENG NDI			REPEAT REF 990333	M
			BY PN OR SN		AD87-02-06 R ENG VIS			REPEAT REF 990331	M
AD78-25-02			N/A	M	AD87-04-06		03/02/92	C/W	M
			DOOR SIZE		AD87-06-09		01/26/90	C/W	M
AD79-08-01			N/A	M	AD89-12-01		06/26/89	C/W	M

A/C NO. 35 060

REG NO. N478A

AIRCRAFT AD, SB, MOD REPORT
AIRCRAFT MODEL- LEARJET 35
MASTER & C/W DATA

SUNJET AVIATION, INC

REPORT DATE 05/07/99

PAGE NO. 3

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> = USER

* - A = AIRWORTHINESS C = CANCELLED/RESCINDED D = DELETED I = INFO ONLY O = OPTIONAL M = MANDATORY R = RECOMMENDED S = SUPERSEDED

AD / SB / MODS	REFERENCE	C/W	REMARKS	LOC *	AD / SB / MODS	REFERENCE	C/W	REMARKS	LOC *
SB35/36-24- 9		06/01/83	C/W	R	SB35/36-76- 3		07/20/76	C/W	R
SB35/36-24-10		04/19/86	C/W	R	SB35/36-76- 7		07/20/77	C/W	R
			AD95-25-03		SB35/36-76- 9A		07/19/77	C/W	R
SB35/36-25- 4		11/30/81	C/W	R	SB35/36-77- 6A		07/20/77	C/W	R
SB35/36-25- 4A		11/30/81	C/W	R	SB35/36-77- 8		07/26/77	C/W	R
SB35/36-25- 7A ALERT			C/W	R	SB35/36-78- 3		11/16/79	C/W	R
			AD89-12-01		SB35/36-78- 7		11/16/79	C/W	R
SB35/36-27- 5		07/19/77	C/W	R	SB35/36-78- 8A		05/12/80	C/W	R
SB35/36-27- 6		07/19/77	C/W	R	SB35/36-79- 7		05/12/80	C/W	R
SB35/36-27- 7		05/04/78	C/W	R	SB35/36-79- 9		03/15/80	C/W	R
SB35/36-27-10		11/16/79	C/W	R	SB35/36-79-11		03/15/80	C/W	R
SB35/36-27-11		12/18/79	C/W	R	SB35/36-80-13		09/25/81	C/W	R
SB35/36-27+12A		06/09/85	C/W	R	SB35/36-80-17A		03/15/83	C/W	R
SB35/36-27-12B			REPEAT REF 902712	R	SB35/36-81- 3		06/21/81	C/W	R
SB35/36-27-13		09/23/81	C/W	R	SB35/36-81-17		06/18/82	C/W	R
SB35/36-27-15A		09/19/84	C/W	R	SB35/36-82- 3		03/15/83	C/W	R
SB35/36-27-32		08/22/97	N/A	R	SB35/36-83- 3		03/01/85	C/W	R
SB35/36-27-33		08/22/97	N/A	R	SSK 993		08/02/95		
SB35/36-28- 2		07/19/77	C/W	R	SSK9 32		05/10/78	C/W	
SB35/36-28- 3		07/26/77	C/W	R	SSK9 81		02/23/87	C/W	
SB35/36-28- 4		05/02/78	C/W	R	SSK9 93		08/02/95	C/W	
SB35/36-28- 5		02/29/80	C/W	R					
SB35/36-28- 6		11/16/79	C/W	R					
SB35/36-28-11R1		03/09/98	N/A	R					
SB35/36-29- 1 ALERT		05/04/83	C/W	R					
			AD83-08-03						
SB35/36-29- 2		08/05/83	C/W	R					
SB35/36-32- 1		07/14/76	C/W	R					
SB35/36-32- 2		09/17/81	C/W	R					
SB35/36-32- 3		09/17/81	C/W	R					
SB35/36-32-15R1		08/22/97	N/A	M					
SB35/36-33- 1		04/14/77	C/W	R					
SB35/36-33- 5A ALERT		03/29/91	C/W	R					
SB35/36-34- 2		07/14/79	C/W	R					
SB35/36-34- 4		08/12/82	C/W	R					
SB35/36-35- 1 ALERT		09/26/77	C/W	R					
SB35/36-51- 1		04/19/86	C/W	R					
SB35/36-52- 5		02/13/81	C/W	R					
SB35/36-53- 9		07/16/97	DO NOT WISH TO COMPLY WITH	R					
SB35/36-54- 1		03/15/83	C/W	R					
SB35/36-54- 2		05/28/97	C/W	O					
SB35/36-71- 1		10/25/76	C/W	R					
SB35/36-71- 2		03/15/83	C/W	R					
SB35/36-71- 3R1 LNDR			REPEAT REF 9071L4	R					
SB35/36-71- 3R1 LVIS			REPEAT REF 9071L3	R					
SB35/36-71- 3R1 RNDR			REPEAT REF 9071R4	R					
SB35/36-71- 3R1 RVIS			REPEAT REF 9071R3	R					
SB35/36-75-12A		02/18/76	C/W	R					
SB35/36-76- 1A		08/28/83		R					

LJ 35 060

BOMBARDIER
AEROSPACE**Laser**

A/C NO. 35 060		REG NO. N47BA		AIRCRAFT HISTORY REPORT					SUNJET AVIATION, INC			REPORT DATE 05/07/99	
AIRCRAFT MODEL-LEARJET 35										PAGE NO. 1			
CODE NO.	DESCRIPTION	(TECH)	ACT. MANHRS USED	COMPONENT TIME BEFORE INSTALLATION	COMPONENT INSTALLED AND/OR SERVICE/INSPECTION COMPLIED WITH	COMPONENT REMOVED (S=APU HOURS) (S=APU STARTS)	R M K S	COMPONENT TIME AFTER REMOVAL					
PART NUMBER	SERIAL NO.	ACQ. PRICE	TSN	TSO	HRS LDGS DATE C=CYCS	HRS LDGS DATE C=CYCS	TSN	TSO					
CHAPTER 24 - ELECTRICAL POWER													
242601	GENERATOR, R ENG		3.0	OHR	9042	02/24/97	10192	7781	03/09/99	S	1150HR		
	6808201-5	181											
244601	POWER SUPPLY, EMER NO. 1		1.0	?	?	9840	7534	02/27/98	10164	7751	02/05/99	S UNKNOWN	
	PS823	3679											
244602	INSP NO. 1 EPS BATT					10164	7751	02/05/99					
244604	DISCHG/RECHG NO. 1 EMER					10164	7751	02/05/99					
CHAPTER 25 - EQUIPMENT/FURNISHINGS													
252121	F/T DRAG CHUTE					10045	7717	10/22/98					
CHAPTER 34 - NAVIGATION													
340141	ALTIMETER, L			OHR	0	04/03/76	9990	7655	08/12/98		9990HR		
	16007-167	UNK											
340151	ALTIMETER, R			OHR	0	04/03/76	9990	7655	08/12/98	S	9990HR		
	16007-167	UNK											
340161	MODULE, STATIC DEFECT NO. 1			OHR	0	04/03/76	9990	7655	08/12/98		9990HR		
	23080-033	UNK											
349901	DISCHG/RECHG GNS-500A		1.0			10192	7781	03/12/99					
347101	TRANSPONDER, ATC NO. 1			?	?	9320	7088	06/24/97	9990	7655	08/12/98	S UNKNOWN	
	097768-0101	1862											
347111	TRANSPONDER, ATC NO. 2			OHR	0	04/03/76	9990	7655	08/12/98	S	9990HR		
	622-1270-001	UNK											
CHAPTER 90 - SERVICE BULLETINS													
902712	SB35/36-27-12B					8862	6730	11/19/96					
	CK STALL WARN ACCSL	REPEAT											
902712	SB35/36-27-12B					9495	7223	08/23/97					
	CK STALL WARN ACCSL	REPEAT											
902712	SB35/36-27-12B					9634	7352	11/14/97					
	CK STALL WARN ACCSL	REPEAT (DL)											
902712	SB35/36-27-12B					9856	7548	03/09/98					
	CK STALL WARN ACCSL	REPEAT (MH)											
902811	SB35/36-28-11R1					9856	7548	03/09/98					
	STBY FUEL PMP ANN	ONE TIME											
9071R3	SB 35/36-71-3R1 R/E	VIS				7014		01/26/90					
	MOUNT VISUAL INSP	REPEAT											
9071R3	SB 35/36-71-3R1 R/E	VIS				9243	7030	05/28/97					
	MOUNT VISUAL INSP	REPEAT											
9071R3	SB 35/36-71-3R1 R/E	VIS				9471	7208	08/11/97					
	MOUNT VISUAL INSP	REPEAT											
9071R3	SB 35/36-71-3R1 R/E	VIS				9558	7277	10/04/97					
	MOUNT VISUAL INSP	REPEAT											
9071R3	SB 35/36-71-3R1 R/E	VIS (RC)				9743	7455	01/15/98					
	MOUNT VISUAL INSP	REPEAT											
9071R3	SB 35/36-71-3R1 R/E	VIS				10073	7744	10/30/98					
	MOUNT VISUAL INSP	REPEAT											
9071R4	SB 35/36-71-3R1 R/E	NDT				9243	7030	05/28/97					
	MOUNT NDT INSP	REPEAT											

A/C NO. 35 060
AIRCRAFT MODEL LEARJET 35

REG NO. N47BA

AIRCRAFT UPDATES REPORT

REPORT DATE 05/07/99

(* = APU HOURS, S = APU STARTS, C = CYCLES)

PAGE NO. 1

THIS REPORT LISTS, IN ORDER OF DATE ACCOMPLISHED, THE TASKS REPORTED COMPLIED WITH SINCE THE PREVIOUS REPORTS WERE PROCESSED. BLANK AREAS INDICATE MISSING INFORMATION FROM OPERATOR INPUT.

MAINTENANCE ACCOMPLISHED

COMPONENT INFORMATION

COMPONENT TIME AT INSTALLATION

CODE	HOURS	LDGS WARRANTY	DATE	DESCRIPTION TECHNICIAN	R		SERIAL NO. OFF		TSN		TSO	
					E MHR	PART NUMBER	OFF	SERIAL NO.	ON	HOURS	LDGS	MOS

NO UPDATES RECEIVED THIS REPORT PERIOD.

Search Results

Document	Effective Date	Description	Associated Info	Service
Small Airframe AD's - 30 document(s) found.				
76-18-07	09/10/1976	Learjet Corp.:35 To determine that each inverter is connected to the correct power bus	24/25-273 35/36-24-3	
78-16-03	08/17/1978	Learjet Corp.:35 To preclude a failure of the refrigeration condenser fan	23/24/25-284 35/36-21-3	
#78-25-02	12/14/1978	Learjet Corp.:35 To assure proper locking of the cabin upper door when the inside handle is in the locked position, contd.		
79-08-01 R1	04/19/1982	Learjet Corp.:35 To preclude inadvertent thrust reverser deployment and possible loss of aircraft control	AMK.81-6	
80-06-02	03/24/1980	Learjet Corp.:35 To preclude takeoff, or continued flight after a starter assist air start, with an unannunciated, contd.		
80-07-09	05/01/1980	Learjet Corp.:35 To assure that the cabin main entrance upper door will open, in the event of an emergency	AMK.79-9	
80-09-06	05/08/1980	Learjet Corp.:35 Superseded by 80-19-09		
80-16-06	08/08/1980	Learjet Corp.:35 Superseded by 80-19-11		
80-17-11	08/28/1980	Learjet Corp.:35 To prevent encountering a possible overload flight condition that could fail the forward engine mount	35/36-11-3	
80-19-09 R1	12/11/1980	Learjet Corp.:35 To reduce the possibility of fuel contamination and/or the presence of ignition sources in the tailcone service area		
80-19-11 R1	05/20/1985	Learjet Corp.:35 To assure that the crew is provided additional instructions for the safe operation of the airplane	AAK.70-3 AAK.76-4A 23/24/25-301A 28/29-27-3A 35/36-27-12A AMK.84-5	
81-13-07	06/25/1981	Learjet Corp.:35 To ensure operation without fuel starvation		
#82-01-05 R2	04/10/1986	Learjet Corp.:35 To assure proper operation of the stall warning accelerometer unit		
83-08-03	05/03/1983	Learjet Corp.:35 To assure that no interference exist between right hand engine hydraulic pressure line and wire bundle	35/36-29-1	
84-19-06	10/22/1984	Learjet Corp.:35 To prevent aileron/trim tab flutter due to a failure or disconnect of the tab control system		
84-20-06	10/14/1984	Learjet Corp.:35 Superseded by 86-22-05		
85-16-04	09/06/1985	Learjet Corp.:35 To prevent deterioration of the airplane lateral control characteristics		
#85-22-04 C	11/12/1985	Learjet Corp.:35 Superseded by 86-05-05		

Search Results

Document	Effective Date	Description	Associated Info	Service
86-05-05 R1	01/19/1988	Learjet Corp.:-35 To eliminate the potential for a fire & explosion within the battery, caused by leaking fuel entering the battery vent	23/24/25-334B 28/29-24-5A 35/36-24-10	
86-22-05	11/10/1986	Learjet Corp.:-35 To prevent impairment of flap operation, an asymmetric flap condition, false gear warning horn signals, contd.		
#87-02-06	02/06/1987	Learjet Corp.:-35 To ensure the structural integrity of the forward engine mounts		
87-04-06	03/09/1987	Learjet Corp.:-35 To prevent the potential for operations with unsafe flight director steering commands	AAK.55-81-2 AAK.55-83-1 35/36-22-5 55-22-2	
89-12-01	07/03/1989	Learjet Corp.:-35 To prevent failure of drag chute upon deployment	24/25-342A 28/29-25-3A 35/36-25-7A 55-25-4A	
91-03-08	02/12/1991	Learjet Corp.:-35 To prevent electromagnetic interference, and smoke and/or fire in the cabin	31-33-2A 35/36-33-5A 55-33-3A	
92-19-12	11/17/1992	Learjet Corp.:-35 To prevent electrical arcing and an in-flight fire	AMK.90-5	
94-26-01	01/03/1995	Learjet Corp.:-35 Superseded by 95-20-03		
95-19-04	10/12/1995	Learjet Corp.:-35 To prevent excessive deviation from the intended flight path which, if the aircraft is on an extended overwater, contd.	AAK.85-1 AAK.85-1.C1 AAK.55-85-2	
95-20-03	11/02/1995	Learjet Corp.:-35 To prevent rapid decompression of the airplane due to cracking & subsequent failure of certain outflow, contd.	24/25-21-4 28/29-21-8 31-21-6 35/36-21-19 55-21-10	
#95-25-03	12/27/1995	Learjet Corp.:-35 To prevent imbalance of the fuel loads in the wings of the airplane, which can significantly reduce, contd.		
96-19-13	10/22/1996	Learjet Corp.:-35 To prevent deterioration of the airplane's lateral control characteristics as a result of aileron buffet or buzz		

Search Results

Document	Effective Date	Description	Associated Info	Service
Small Airframe AD's - 30 document(s) found.				

ACTT: 4720 N47BA DATE
LAND: 4267 4-12-88

Remove the Stab Actuator - P/N 2332540-213, S/N-213 and sent out for overhaul. Reinstalled Actuator & checked operation & rigging after overhaul - all checks satisfactory. Checked wings for fuel leaks - removed all wing panels and repaired panel seals - resealed all damaged sealer on nut plates - Replaced R/H wing low fuel float switch - P/N OFF-L15H8, S/N-14314 S/N (on)-3315. Refueled aircraft & checked for leaks - repaired crack in the lower cabin door fwd. corner at hinge point using AAK 82-2 kit. Replaced the L/H M.L.G. Actuator attach bolt P/N AN4H11A & both bushings (2 ea. P/N2341112-1 Also the two bushings P/N NAS46409-20 in the strut housing of the L/H gear attach point. Replaced the L/H low pressure fuel filter clamp P/N 757969-6. Repaired broken wires in the conduit in the center of the upper cabin door. By splicing in new wires. Replaced all aileron hinge bearings P/N KSP-4 three (3) on ea. aileron. Removed the hydraulic reservoir & welded cracks in area around the filler neck using T.I.G. welder & 4056 T16 rod. Painted, reassembled and serviced - no leaks noted. Replaced the KPS-4 bearing P/N NAS1104-38D on

CONT.

the L/H aileron drive yoke. Replaced all aileron hinge bolts three (3) ea. aileron P/N AN4H11A - replaced both aileron drive yoke bolts P/N NAS1104-38D - replaced both R/H aileron yoke bearings P/N BR-4. Removed the L/H gear actuator rod end and applied lock tight to threads - reinstalled rod end & adjusted - resafetied using a new bolt P/N NAS464P3A29 - replaced the flap selector switch P/N ITL149-IE. Installed new wires through the conduit in the lower cabin door & sealed with heat shrink tubing - replaced the external emer. exit placard P/N 2414035-3. Replaced the oxygen pressure gauge capillary line from frame 5 to the indicator (line P/N-173379-68. Removed the Leaking emer. air schrader valve & installed a new valve P/N-MS28839-2 - reserviced emer. air bottle. Replaced the right nav. light lamp P/N A-7512-24. Fabricated two (2) new panels from 2024-T3 .02 in. aluminum for just below the circuit breaker panels where plastic panels were installed, plastic panels were to be broken up to re use. Replaced upper aft beacon lamp. P/N A-7079B-24 Replaced the L/H engine fuel & hyd. hose assys. P/N's 2406005-16, 2406005-19, 2406005-21, 2406005-23, 2406005-27 & 2406005-28. Performed a leak check of all hose assys- no leaks noted.

MAINTENANCE RECORD

Replaced all 2400 Hr. time change hyd. brake hoses on struts & in wheel wells P/N's 2307006-17, -18, -21, -35, -37, -83, -84, -102, -112, -113, -131, & -166. Removed copilots V.S.I. a overhauled serviceable V.S.I. P/N 2680004-2, S/N-136. Also removed the Pilots V.S.I. P/N 2680004-1 S/N-089 and installed a serviceable unit. Replaced the control rheostat on the E.L. panels, P/N C21035. Removed and replaced all primary aileron control cables - replaced the R/H aft and the L/H fwd flap cables - adjusted and rigged I.A.W. the Learjet 35 Maintenance Manual. Adjusted the secondary Yaw damper cable tension. Repaired cracks in Frame #7 one on the outer flange upper end below the copilots windshield and one just below the pilots windshield. Also repaired a crack in Frame #8 just below the vertical leg on the L/H side. All crack repairs done I.A.W. a Gates Learjet Field Service Engineering Drawing. Replaced the fwd bearing and the aft bushings on the left M.L.G. trunion assy. Replaced the LH & RH starter jaws P/N 2487989 and the LH & RH starter couplings P/N 2488042 - used new gaskets P/N AN4047-1 on insulation. Touched up all areas where repairs or damage was done using Matterhorn White paint.

Performed a operational test of the gear & all hydraulic systems & checked for leaks. Checked all fuel panels for leaks

MAINTENANCE RELEASE

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 is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 4576 Date 4-12-88 Signed: *Shawn H. McGrath* For: Corporate Jets Maintenance, Inc. AGC West Mifflin, PA. 15122 CRS 114-32 I certify that this aircraft has been inspected in accordance with the instructions and procedures for a 200, 400, 600, 1200, 2400 Hr., 6 mo 12 mo, and 12 year inspection as outlined by The Manufacturers Approved Inspection Program authorized under FAR 91.169 F (4) and is approved for return to service.


DATE: 4-12-88 SIGNED: *Shawn H. McGrath*
FOR: Corporate Jets Maintenance, Inc. AGC
West Mifflin, PA 15122 CRS 114-32

NOTE DIRECTION OF MAINTENANCE - CREW AND MAINTENANCE DO NOT SHUT OFF O₂ BOTTLES
ALSO O₂ BOTTLES ARE ALWAYS KEPT AT 1850 SO WRITE UPS "SERVICED TO 2" MEANS
TOPPED OFF BOTTLES NOT THAT THEY ARE AT OR BELOW MINIMUMS

1251

MAINTENANCE RECORD

REMARKS

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
11-21-88. ATT: 49744	① Replaced modulating valve on L/H engine due pressurization top's at 13000 FT. PN OFF 321373-1-1 SN P125 installed in same SN 285. Overhauled part from Combs, Bates.		
	② Replaced heating bypass valve with repaired unit from Combs Bates. PN OFF 6600147-3 SN 0515A installed in same. SN 0220A.		
	③ Replaced R/H engine fuel flow transmitter. PN 6600097-4 SN OFF 843 SN ON 1787. same PN. factory new.		
	④ Check oil pressure indication on L/H ENG - within limits as per repair maintenance manual.		
	⑤ Adjusted Captains seat track locks		

Aircraft: 47 BA	Date: 2-9-98	Tach: 9797.9	7501
MAINTENANCE WRITE - UP		MAINTENANCE CLEARING ACTION	
Entered By: WESTERN	Location: VNY		
CABIN ONLY NOT HOLDING PRESSURE AT LOW ALTITUDE AT FLIGHT IDLE		Corrective Action: OPS CHK and could not duplicate	
Discovered During: <input checked="" type="checkbox"/> Pre-Flight <input type="checkbox"/> Flight <input type="checkbox"/> Post-Flight <input type="checkbox"/> Maintenance Checks	DISPATCH STATUS		
<input type="checkbox"/> GROUNDED - DO NOT FLY	<input type="checkbox"/> Airworthy and FAR legal for all flights	<input checked="" type="checkbox"/> CLOSED	Date: 2-9-98 Base: VNY Tach: 9797.9
DISPATCH LIMITATIONS * <input type="checkbox"/> VFR <input type="checkbox"/> Day <input type="checkbox"/> FAR 91 <input type="checkbox"/> No Ice <input type="checkbox"/> Other	<input type="checkbox"/> Dispatch per the MEL <input type="checkbox"/> (O) Procedure <input type="checkbox"/> (M) Procedure	Signature and Release: Mario Hernandez	
MEL Time Restriction: A <input type="checkbox"/> As Specified B <input type="checkbox"/> 3 Days C <input type="checkbox"/> 10 Days D <input type="checkbox"/> 120 Days		Recorded on Work Order No. [REDACTED]	
Approved By:	Base:	Date:	Tach:

Aircraft: 47 BA	Date: 2-9-98	Tach: 9797.9	7501
MAINTENANCE WRITE - UP		MAINTENANCE CLEARING ACTION	
Entered By: WESTERN	Location: VNY		
NOSE WHEEL VIBRATES ON T/O + LANDING		Corrective Action: Jacked nose of A/C and performed close visual inspection of nose gear and nose gear O.K.	
Discovered During: <input checked="" type="checkbox"/> Pre-Flight <input type="checkbox"/> Flight <input type="checkbox"/> Post-Flight <input type="checkbox"/> Maintenance Checks	DISPATCH STATUS		
<input type="checkbox"/> GROUNDED - DO NOT FLY	<input type="checkbox"/> Airworthy and FAR legal for all flights	<input checked="" type="checkbox"/> CLOSED	Date: 2-9-98 Base: VNY Tach: 9797.9
DISPATCH LIMITATIONS * <input type="checkbox"/> VFR <input type="checkbox"/> Day <input type="checkbox"/> FAR 91 <input type="checkbox"/> No Ice <input type="checkbox"/> Other	<input type="checkbox"/> Dispatch per the MEL <input type="checkbox"/> (O) Procedure <input type="checkbox"/> (M) Procedure	Signature and Release: Mario Hernandez	
MEL Time Restriction: A <input type="checkbox"/> As Specified B <input type="checkbox"/> 3 Days C <input type="checkbox"/> 10 Days D <input type="checkbox"/> 120 Days		Recorded on Work Order No. [REDACTED]	
Approved By:	Base:	Date:	Tach:

Learjet 35
S/N 35-060

N47BA
6/24/99

A/C T.T.: 10336.4
Total Landings: 7891

Complied with the following maintenance items;

- 1) Replaced both left and right hand warning light transistors P/N 2N30SS & P/N 2N6254. Removed Master Warning Box P/N 2618055-29 S/N 705807 and installed repaired master warning box P/N 2618055-29 S/N 218143. Work done in accordance with chapters 33-10-00 thru 33-14-03.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL. 32773

WO# 5895

FAA CRS SJ8R536W

Date: 06/24/99 Authorized Signature:

END

Learjet 35
S/N 35-060

N47BA
7/8/99

A/C T.T.: 10346.8
Total Landings: 7902

Complied with the following maintenance items;

- 1) Repaired broken wire at #315 relay for #2 Comm in accordance with chapter 20. certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

EAS Visual Inspect Complies with at this Time (R10)

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL. 32773

WO# 5895

FAA CRS SJ8R536W

Date: 07/8/99 Authorized Signature:

END

Learjet 35
S/N 35-060

N47BA
7/27/99

A/C T.T.: 10365.6
Total Landings: 7915

Memo

Complied with the following maintenance items;

- 1) #2 ATC transponder repaired by CE Avionics S/N 1862. Installed I.A.W. 34-55-00.
- 2) Replaced recognition light P/N 4552 in accordance with 33-40-05. Ops. normal.
- 3) Adjusted drive belt tension on air conditioner I.A.W. 21-50-01.
- 4) Adjusted LH & RH spoiler follow-ups I.A.W. 27-60-00. Spoileron Ops. normal.
- 5) Replaced left hand nav. light P/N W1290-28 I.A.W. 33-40-03. Ops. normal.
- 6) Repaired chafed wires in left hand gear well (Going to squat switch). Work done in accordance with MM 32-30-04. Annunciator operational checked normally.
- 7) Replaced upper beacon aft bulb P/N A7079B24 I.A.W. 33-40-03 ops. normal.
- 8) Replaced tail nav. P/N 1683 I.A.W. 33-40-02. Ops. checked OK.
- 9) Installed one new vortex generator P/N 7322555-3 on right hand wing. Work done in accordance with 35 MM Chapter 57-30-02.
- 10) Installed new P/N 31009-01 connector on cockpit flood light I.A.W. 33-12-00.
- 11) Installed 8 new P/N KSE35L8 life vests in aircraft.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL. 32773

WO# 5895

FAA CRS SJ8R536W

Date: 07/27/99 Authorized Signature:

END

Optional Equipment
Optional Equipment
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Required - Exchanged for Optional

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ioranc

Learjet 35 N47BA A/C T.T.: 10,373.0
S/N 35-060 08-01-99 Total Landings: 7925

Complied with the following maintenance items;

- 1) Gained access to frame 5 out flow valve & cleaned, operational check good, closed aircraft Ref. 21-30-01.

I certify that this airframe was repaired in accordance with Lear 35 M.M & current Federal Aviation Regulations and is approved for return to service.

SunJet Aviation Inc. FAA CRS SJ8R536W
2841 Flightline Ave. Authorized Signature: *John M. ...*
Sanford, FL. 32773 WO# 5929 Date: 08-01-99

END

Learjet 35 N47BA A/C T.T.: 10,384.9
S/N 35-060 08-11-99 Total Landings: 7940

Complied with the following maintenance items;

- 1) Removed wheels, disassembled, sent halves & bolts out for NDT, (see yellow tags)
Reassembled wheels with new tires & replaced #4 & #3 wheels outer bearings and races P/N 13685 & 13621A. Ref. 07-00-01, 12-10-05, 32-42-00.

Tires installed

#1 P/N 038-627 S/N 9023P00800 #2 P/N 038-627 S/N 9125P00535
#3 P/N 038-627 S/N 9024P00137 #4 P/N 038-627 S/N 9119P00661

- 2) Removed nose gear tire assemble, disassembled halves inspected & installed new tire P/N 18460818 S/N 83460818, assembled, balanced, repacked wheel bearings, installed wheel assemble Ref. 07-00-01, 12-10-05, 32-41-00.

I certify that this airframe was repaired in accordance with Lear 35 M.M & current Federal Aviation Regulations and is approved for return to service.

SunJet Aviation Inc. FAA CRS SJ8R536W
2841 Flightline Ave. Authorized Signature: *John M. ...*
Sanford, FL. 32773 WO# 5929 Date: 08-11-99

END

*

Learjet 35 N47BA A/C T.T.: 10,397.0
S/N 35-060 08-16-99 Total Landings: 7951

Complied with the following maintenance items;

- 1) Removed DME receiver P/N 622-1233-001 S/N 1819, installed loaner unit from C&E Avionics S/N 513, operational check good.
- 2) Performed emergency air bottle visual inspection P/N 6600194-1 hydro test due 08-05-01 Ref. 05-10-24.
- 3) Tightened loose bolts on stick shaker motor co-pilot's side, Ref. 27-31-02.

I certify that this airframe was repaired in accordance with Lear 35 M.M & current Federal Aviation Regulations and is approved for return to service.

SunJet Aviation Inc. FAA CRS SJ8R536W
2841 Flightline Ave. Authorized Signature: *John M. ...*
Sanford, FL. 32773 WO# 5929 Date: 08-16-99

END

Learjet 35
S/N 35-060

N47BA
10-07-99

A/C T.T.: 10465.5
Total Landings: 8005

Complied with the following maintenance.

- 1) Complied with aileron felt lube, Ref. 12-05-00.
- 2) Complied with Flap lube, Ref. 12-05-00.
- 3) Complied with landing gear lube, Ref. 12-05-00.
- 4) Replaced left gear unsafe light bulb, operational check in test mode and with gear door switch. System checked good, Ref. 32-30-01.
- 5) Removed fuel quantity selector switch P/N RG55B125 S/N P-2/3112 and installed serviceable switch S/N S-46.
- 6) Removed GPS control head and sent out for repairs P/N 011-00106-00 S/N 82600895, reinstalled, operational checks good, Ref. Garmin M.M.
- 7) Gained access to left fuel computer, ran aircraft at power (N1 94% power of the day) engine was at only 86% power, adjusted fr/mn schedule and engine flat rate adjustment. Matched engines at 94.5% N1. Power checks good. Closed area for flight fuel computer, Ref. Allied Signal M.M.72-00-00 page 512 thru 531.
- 8) Removed flap trim control panel and adjusted zero limit switch, operational check good, Ref. 27-51-09.
- 9) Removed left flap, removed upper trailing edge skin to gain access to inboard rib. Installed new outboard flap track inboard rib P/N 2625015-75-575, reinstalled skin, and reinstalled flap, Ref. 27-50-01, 27-51-00, 51-30-02, 51-40-02, 51-70-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature:
WO# 6009 Date: 10-07-99

END

Learjet 35
S/N 35-060

N47BA
10-12-99

A/C T.T.: 10473.1
Total Landings: 8013

Complied with the following maintenance.

- 1) Performed EPS visual inspection, checks good, Ref. 24-33-00.
- 2) Performed AD87-02-06 forward mount inspection on right and left engine mounts per par. A no defects noted at this time.
- 3) Replaced gasket P/N 2319116-4 on inter cooler aft fuselage access piping, Ref. 36-10-00.
- 4) Removed alcohol pump P/N 207-A S/N 7353 and installed overhauled pump P/N 2380104-2 S/N 527, operational and leak checks good, Ref. 30-50-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature:
WO# 6009 Date: 10-12-99

END

Learjet 35
S/N 35-060

N47BA
10-07-99

A/C T.T.: 10465.5
Total Landings: 8005

Complied with the following maintenance.

- 1) Complied with aileron felt lube, Ref. 12-05-00.
- 2) Complied with Flap lube, Ref. 12-05-00.
- 3) Complied with landing gear lube, Ref. 12-05-00.
- 4) Replaced left gear unsafe light bulb, operational check in test mode and with gear door switch. System checked good, Ref. 32-30-01.
- 5) Removed fuel quantity selector switch P/N RG55B125 S/N P-2/3112 and installed serviceable switch S/N S-46.
- 6) Removed GPS control head and sent out for repairs P/N 011-00106-00 S/N 82600895, reinstalled, operational checks good, Ref. Garmin M.M.
- 7) Gained access to left fuel computer, ran aircraft at power (N1 94% power of the day) engine was at only 86% power, adjusted fr/mn schedule and engine flat rate adjustment. Matched engines at 94.5% N1. Power checks good. Closed area for flight fuel computer, Ref. Allied Signal M.M.72-00-00 page 512 thru 531.
- 8) Removed flap trim control panel and adjusted zero limit switch, operational check good, Ref. 27-51-09.
- 9) Removed left flap, removed upper trailing edge skin to gain access to inboard rib. Installed new outboard flap track inboard rib P/N 2625015-75-575, reinstalled skin, and reinstalled flap, Ref. 27-50-01, 27-51-00, 51-30-02, 51-40-02, 51-70-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthiness for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature:
WO# 6009 Date: 10-07

END

Learjet 35
S/N 35-060

N47BA
10-12-99

A/C T.T.: 10473.1
Total Landings: 8013

Complied with the following maintenance.

- 1) Performed EPS visual inspection, checks good, Ref. 24-33-00.
- 2) Performed AD87-02-06 forward mount inspection on right and left engine mounts per par. A no defects noted at this time.
- 3) Replaced gasket P/N 2319116-4 on inter cooler aft fuselage access piping, Ref. 36-10-00.
- 4) Removed alcohol pump P/N 207-A S/N 7353 and installed overhauled pump P/N 2380104-2 S/N 527, operational and leak checks good, Ref. 30-50-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthiness for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature:
WO# 6009 Date: 10-12

END

Learjet 35
S/N 35-060

N47BA
10-12-99


A/C T.T.: 10473.1
Total Landings: 8013

Complied with the following maintenance.

- 1) Performed EPS visual inspection, checks good, Ref. 24-33-00.
- 2) Performed AD87-02-06 forward mount inspection on right and left engine mounts per par. A no defects noted at this time.
- 3) Replaced gasket P/N 2319116-4 on inter cooler aft fuselage access piping, Ref. 36-10-00.
- 4) Removed alcohol pump P/N 207-A S/N 7353 and installed overhauled pump P/N 2380104-2 S/N 527, operational and leak checks good, Ref. 30-50-02.

I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation Inc.
2841 Flightline Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date: 10-12-99

END

Allied Signal TFE731-2-2B
N47BA 10-12-99

Eng. S/N P-74265
A/C T.T. 10473.1


Eng. T.T. 10099.1
Eng. T.C. 7875

Completed the following items,

- 1) Performed SOAP sample on #1 engine I.A.W. 79-20-01.
- 2) Performed 150hr. Inspection on #1 engine I.A.W. 24-31-01 and 79-10-00.
- 3) Added one quart of Mobil Jet II oil.

I certify that this engine was repaired or inspected in accordance with the Allied Signal Maintenance Manual and was determined to be in airworthy condition and is approved for return to service.

Sunjet Aviation, Inc.
2841 Flight line Ave.
Sanford, FL 32773

FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date 10-12-99

End

Allied Signal TFE731-2-2B
N47BA 10-12-99

Eng. S/N P-74264
A/C T.T. 10473.1


Eng. T.T. 10122.1
Eng. T.C. 8172

Completed the following items,

- 1) Performed SOAP sample on #2 engine I.A.W. 79-20-01.
- 2) Performed 150hr. Inspection on #2 engine I.A.W. 24-31-01 and 79-10-00.
- 3) Add one quart of Mobil Jet II oil.

I certify that this engine was repaired or inspected in accordance with the Allied Signal Maintenance Manual and was determined to be in airworthy condition and is approved for return to service.


Sunjet Aviation, Inc.
2841 Flightline Ave.
Sanford, FL. 32773


FAA CRS SJ8R536W
Authorized Signature: 
WO# 6009 Date 10-12-99

End

LAST ENTRY

MAINTENANCE RECORD

MECHANIC'S SIGNATURE	LICENSE NUMBER
10504.0 8039	
aviation & ings and	
1751 1132 0286 1816 leral d for	
	

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
Learjet 35 S/N 35-060	N47BA 10-23-99	A/C T.T.: 10505.8 Total Landings: 8043	
	Complied with the following maintenance items:		
	1) Removed upper engine cowlings, reset manual mode adjustment left and right engines ran aircraft to power, left engine leads (bleed off). Removed left modulating valve P/N 3213736-1-1 and installed overhauled valve P/N 3213736-1-1 S/N P-181, performed power runs operational leak checks good, cowled engines, Ref. 36-10-01.		
	2) Removed lower cowling, right engine, removed starter for access to heat valve & pressure switch, removed pressure switch P/N P22B-11 S/N 1749 and installed new switch P/N P20M30 S/N 1632. Reinstalled starter, ground runs leak checks good, Ref. 30-21-02.		
	3) I certify that this aircraft work scope was completed in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is approved for return to service.		
	Sunjet Aviation Inc. 2841 Flightline Ave. Sanford, FL 32773	FAA CRS SJ8R536W Authorized Signature:  WO# 6056 Date: 10-23-99	
	END		

TEST

MAINTENANCE RECORD

REMARKS

DATE	INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS	MECHANIC'S SIGNATURE	LICENSE NUMBER
2-9-89	REFORMED - #1 & 2 ENGINE 150/300HP INSP AS PER BARRETT SERVICE MANUAL. 1. AIR FILTERS & FUEL FILTERS CHANGED. 2. AIR BATTERY DEPCYCLED. 3. DIMENSIONS CHECKED FOR ABOVE REPAIRS	[Signature] [Redacted]	ACIT. 5062.6
2-20-89	REMOVED PRESSURE MOUNTING PN-2614007-12-601 SN. 57 AND INSTALLED LOANER PN-2614007-12-601 SN 72- REMOVED #2 INVERTER PN-6608109-5 SN-33861 AND INSTALLED LOANER SAME PN SN 4001-T.	[Signature] [Redacted]	ACIT. 5083.7



FAX

BOMBARDIER AEROSPACE

Learjet Inc.
One Learjet Way
PO Box 7707
Wichita, KS 67277-7707
Telephone 954/359-0520
Fax: 954/359-0521
<http://www.recreation.bombardier.com>

A/C: 35-060

DATE: 10/30/00		# PAGES: 23	FAX REFERENCE: F3891-10-104-00
<u>PLEASE DELIVER TO:</u>		NAME: AL YURMAN	
		FIRM: NTSB	
		CITY/COUNTRY: MIAMI, FL	
		PHONE NUMBER: [REDACTED]	
		FAX NUMBER: [REDACTED]	
<u>FROM:</u>		NAME: Ralph Witzke	
		DEPARTMENT: Field Service Representative, S. Florida	
		PHONE NUMBER: [REDACTED]	
		FAX NUMBER: [REDACTED]	

SUBJECT: MAINTENANCE MANUAL REFERENCES

I have enclosed the model 35 maintenance manual references from SunJet logbook entries, per your request.

- 1. August 1, 1999, Outflow valve cleaning:**
21-31-00, pages 201 through 206. Cleaning in on pages 205 & 206. I have enclosed other pages for removal, installation and inspection as reference.
- 2. October 12, 1999, Gasket replacement (tailcone):**
36-10-00, pages 201 through 210. These pages are for distribution bleed air ducts on the engine, **not tailcone**, as referenced in the log entry.
- 3. October 23, 1999, Modulating valve replacement (Bleed air regulating and shutoff valve):**
36-10-01, pages 201 through 204 36-10-01, page 202 references functional check of pressurization system in chapter 21 after valve replacement, 21-30-00, pages 201 and 202.

Should you have any questions, do not hesitate to contact me.

Regards,

Ralph Witzke
Field Service Representative, S. Florida

RW/rw

cc: J. Tidball, fax 2809

Bombardier Learjet

4100 SW 11th Terrace

Ft Lauderdale, Florida 33315

LEARJET 35/35A/36/36A MAINTENANCE MANUAL

PRESSURIZATION CONTROL - MAINTENANCE PRACTICES

1. Description

- A. The pressurization control system filters require periodic clearing or replacement. Refer to Chapter 5 for time interval and 21-30-05 for cleaning procedure.
- B. The cabin air exhaust control valve requires periodic cleaning. Refer to Chapter 5 for time interval and 21-30-01 for cleaning procedure.
- C. The cabin altitude limiter inlet screen requires periodic cleaning and inspection for screen damage. Refer to Chapter 5 for time interval and 21-30-04 for cleaning and screen replacement procedures.
- D. On Aircraft 35-002 thru 35-045 and 36-002 thru 36-016, the pressurization control system jet pump (vacuum regulator) and its filters require periodic cleaning. Refer to 21-30-06 for cleaning procedures.

2. Inspection/Check

- A. Operational Check of Cabin Pressurization System

NOTE: Perform Operational Check of Cabin Pressurization System in accordance with the current intervals specified in Chapter 5.

The pressurization system shall be operationally checked after any maintenance is performed on the pressurization system.

In the following steps involving positioning of the squat switches, the switch will be either in the air mode or in the ground mode.

Ground Mode - Aircraft is resting on gear with strut compressed.

Air Mode - On Aircraft 35-002 thru 35-052 and 36-002 thru 36-017, not modified by AMK 75-12, the squat switch can be blocked to the air mode. On Aircraft 35-053 and Subsequent and 36-018 and Subsequent and previous aircraft modified per AMK 75-12, the SQUAT SW circuit breaker must be pulled to simulate an air mode.

- (1) Close and latch cabin door.

NOTE: Aircraft engines shall be operated by qualified personnel only.

- (2) Ensure Bleed Air Switches are ON, Cabin Air Switch is OFF, AUTO-MAN Switch is set to AUTO, and LH and RH EMER PRESS Switches are set to NORMAL.
- (3) Start both engines. (Refer to FAA Approved Airplane Flight Manual for engine starting procedure.) Set engines at IDLE.
- (4) Turn Rate Selector Knob to DECR (completely counterclockwise.)
- (5) On Aircraft 35-002 thru 35-112 except 35-107; 36-002 thru 36-031, set Cabin Air Switch to NORM.
 - (a) On Aircraft 35-002 thru 35-098; 36-002 thru 36-028, cabin will momentarily down rate between 600 to 900 fpm with a maximum of 0.5 psid, then settle back to zero rate.
 - (b) On Aircraft 35-099 thru 35-112 except 35-107; 36-029 thru 36-031, cabin will experience two down rate bumps. The first down rate of approximately 600 to 900 fpm shall occur immediately after switch is set to NORM then settle back to zero rate. Approximately 30 to 45 seconds after the switch is set to NORM, a second, lesser down rate of approximately 500 (± 100) fpm shall occur, then settle to zero with a maximum of 0.5 psid.

NOTE: The first down rate occurs when the flow control valve opens and allows air flow into the cabin. The second down rate occurs after the cabin air switch is turned on initiating a timer in the squat switch relay panel. Approximately 10 seconds later the vacuum shutoff valve is de-energized (closed), removing vacuum from the safety valve head. The safety valve will slowly dissipate through the 0.025 orifice at the safety valve filter and close in 30 (± 15) seconds.

EFFECTIVITY: NOTED

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had valves
Replacement

LEARJET 35/35A/36/36A MAINTENANCE MANUAL

- (6) On Aircraft 35-107, 35-113 and Subsequent and 36-032 and Subsequent, set Cabin Air Switch to ON. Cabin shall experience a down rate of 600 to 900 fpm immediately after switch is set ON, then settle back to zero rate.

NOTE: Maximum allowable initial down rate shall not exceed 1200 fpm.

- (7) Approximately 30 to 45 seconds after Cabin Air Switch is set to ON, a second, lesser down rate of 500 (± 100) fpm will occur, then settle to zero rate with a maximum 0.5 psid.

NOTE: The first down rate occurs when the flow control valve opens and allows air flow into the cabin. The second down rate occurs after the cabin air switch is turned on initiating a timer in the squat switch relay panel. Approximately 10 seconds later the vacuum shutoff valve is de-energized (closed), removing vacuum from the safety valve head. The safety valve will slowly dissipate through the 0.025 orifice at the safety valve filter and close in 30 (± 15) seconds.

- (8) On Aircraft 35-002 thru 35-112, except 35-107 and 36-002 thru 36-031 move thrust levers from IDLE to 60% (N1); cabin down rate shall not exceed 1200 fpm. On Aircraft 35-107, 35-113 and Subsequent, 36-032 and Subsequent, cabin rate shall not exceed 500 fpm.
- (9) On Aircraft 35-002 thru 35-052, 36-002 thru 36-017 not modified per AMK 75-12 "Relocation of Squat Switch Striker Plate." set the left and right landing gear squat switches to the air mode. On Aircraft 35-052 and Subsequent; 36-018 and Subsequent, and prior aircraft modified per AMK 75-12, pull squat switch circuit breaker to simulate an in-flight condition. Pull and tag GEAR circuit breaker.
- (10) Set altitude controller at 1000 feet below field elevation; the vertical speed indicator should show an increase in the down rate.
- (11) On Aircraft 35-002 thru 35-106, 35-108 thru 35-112, and 36-002 thru 36-031, set Cabin Air Switch to MAX; the vertical speed indicator may indicate 2000 fpm down for a short time then return to the down rate as selected on the rate selector.
- (12) On Aircraft 35-002 thru 35-106, 35-108 thru 35-112, and 36-002 thru 36-031, set Cabin Air Switch to NORM; the vertical speed indicator may indicate 2000 fpm for a short time then return to the down rate as selected on the rate selector.
- (13) On Aircraft 35-107, 35-113 and Subsequent and 36-032 and Subsequent, set LH Bleed Air Switch to EMER; the vertical speed indicator may indicate 2000 fpm down for a short time then return to the down rate as selected on the rate selector.
- (14) On Aircraft 35-107, 35-113 and Subsequent and 36-032 and Subsequent, set LH Bleed Air Switch to OFF, then to ON; the vertical speed indicator may indicate 2000 fpm up for a short time then return to the down rate as selected on the rate selector. Perform steps (11) and (12) using the RH Bleed Air Switch.
- (15) Set Pressurization Auto-Man Switch to MAN and move manual cabin pressure control valve to DN; cabin pressure should increase. Move manual cabin pressure control valve to UP; cabin pressure should decrease. Pressurize cabin to 1 to 2 psid.
- (16) Set altitude controller above field elevation, rate selector to DECR, and Pressurization Auto-Man Switch to AUTO; cabin should rate up. Move rate selector from DECR to INCR; the vertical speed indicator should show an increase in up rate.
- (17) Remove tag and reset GEAR circuit breaker. Set squat switches to ground mode; cabin pressure shall stabilize at less than 0.5 psid.
- (18) Set Cabin Air Switch to OFF and shut down engines.
- B. Operational Check of Emergency Pressurization System (Aircraft 35-107 and 35-113 and Subsequent and 36-032 and Subsequent.)

NOTE: Perform Operational Check of Emergency Pressurization System in accordance with the current inspection intervals specified in Chapter 5.

EFFECTIVITY: NOTED

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LEARJET 35/35A/36/36A MAINTENANCE MANUAL

CABIN AIR EXHAUST CONTROL VALVE - MAINTENANCE PRACTICES

1. Removal/Installation

CAUTION: WHEN ANY LINE IS DISCONNECTED OR COMPONENT REMOVED FROM THE PRESSURIZATION SYSTEM, ENSURE THAT ALL EXPOSED OPENINGS ARE TIGHTLY CAPPED. THE SMALLEST SPECK OF DUST OR OTHER CONTAMINANT COULD CAUSE SYSTEM MALFUNCTION.

A. Removal of Cabin Air Exhaust Control Valve (See Figure 201.)

- (1) Remove Nav and Comm control heads from center instrument panel. Disconnect and tag electrical connectors to ensure correct connection when control heads are installed.
- (2) Disconnect hose from exhaust valve and cap exposed openings.
- (3) On Aircraft 35-002 thru 35-642, 36-002 thru 36-053 and 36-055 not modified per SB 35/36-21-20 or incorporating the one-piece adapter, remove safety wire and loosen nut assembly and remove exhaust valve from aircraft. Remove O-ring and inspect for any damage.
- (4) On Aircraft 35-643 and Subsequent, 36-054, 36-056 and Subsequent, and prior Aircraft modified per SB 35/36-21-20 or incorporating the one-piece adapter, remove mount bolts, gasket, and exhaust valve from aircraft. Inspect valve and mount area for any damage.

B. Installation of Cabin Air Exhaust Control Valve (See Figure 201.)

- (1) On Aircraft 35-002 thru 35-642, 36-002 thru 36-053 and 36-055 not modified per SB 35/36-21-20 or incorporating the one-piece adapter, set O-ring and exhaust valve on ferrule assembly. Tighten nut assembly hand-tight and safety wire.
- (2) On Aircraft 35-643 and Subsequent, 36-054, 36-056 and Subsequent, and prior Aircraft modified per SB 35/36-21-20 or incorporating the one-piece adapter, set exhaust valve and gasket in aircraft. Install and tighten mount bolts.

NOTE: Torque adapter bolts evenly and uniformly to ensure correct sealing between adapter and bulkhead.

CAUTION: LIMIT TORQUE OF FITTING NEXT TO CABIN AIR EXHAUST CONTROL VALVE TO 20 (±5) INCH-POUNDS [2.26 NEWTON-METERS]. HOLD FITTING WHEN ATTACHING HOSE FITTING TO PREVENT DAMAGE TO EQUIPMENT.

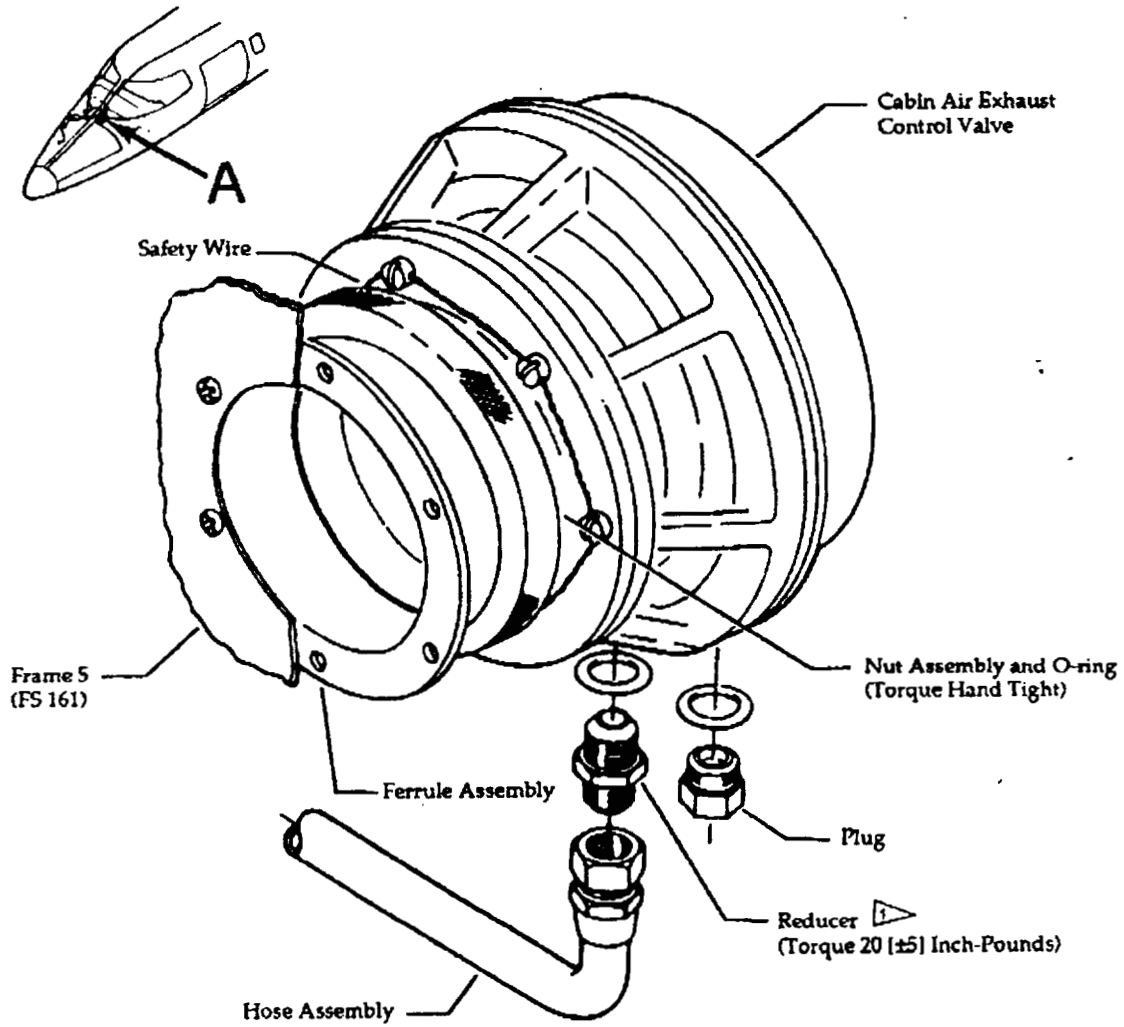
- (3) Remove caps from openings and connect hose to exhaust valve. Torque hose fitting 20 (±5) inch-pounds [2.26 Nm].
- (4) Connect correct electrical connector to control heads. Set control heads in panel and secure with quick-release fasteners.
- (5) Perform operational check of pressurization system. (Refer to 21-30-00, Inspection/Check.)

EFFECTIVITY: NOTED

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LEARJET 35/35A/36/36A MAINTENANCE MANUAL



Detail A

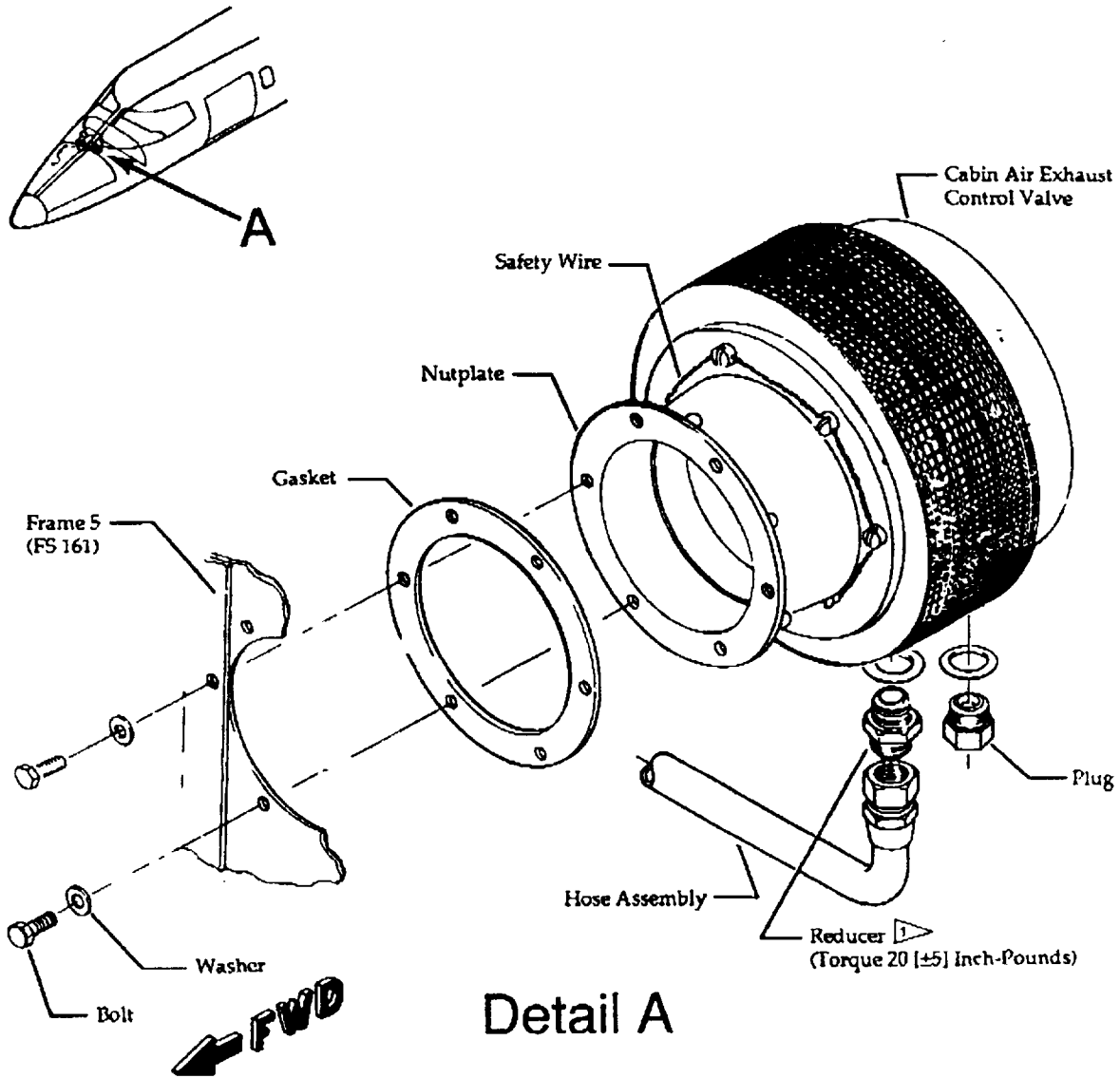
Cabin Air Exhaust Control Valve Installation
Figure 201 (Sheet 1 of 2)

EFFECTIVITY: 35-002 THRU 35-642, 36-002 THRU 36-053, 36-055 NOT MODIFIED
PER SB 35/36-21-20 OR NOT INCORPORATING THE
ONE-PIECE ADAPTER

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Detail A

Cabin Air Exhaust Control Valve Installation
Figure 201 (Sheet 2 of 2)

EFFECTIVITY: 35-643 AND SUBSEQUENT, 36-054, 36-056 AND SUBSEQUENT
AND PRIOR AIRCRAFT MODIFIED PER SB 35/36-21-20 OR
INCORPORATING THE ONE-PIECE ADAPTER

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LEARJET 35/35A/36/36A MAINTENANCE MANUAL

2. Inspection/Check

A. Tools and Equipment

NOTE: Equivalent substitutes may be used in lieu of the following:

NAME	PART NUMBER	MANUFACTURER	USE
Borescope		Commercially Available	Inspect outflow valves.

B. Cabin Air Exhaust Control Valve Inspection

NOTE: This inspection is applicable to the Cabin Air Exhaust Control valve only.

Perform Cabin Air Exhaust Control Valve inspection in accordance with the current inspection interval specified in Chapter 5.

- (1) Open tailcone access door.
- (2) Disconnect bleed air pressure supply line from vacuum pressure regulator (jet pump).
- (3) Connect a filtered air source (nitrogen or shop air) regulated to 45 (\pm 5) psi [310.3 (\pm 34.5) kPa] to the disconnected bleed air pressure supply fitting.
- (4) Remove right nose avionic access door.
- (5) Set Cabin Air Switch to ON.
- (6) Set Battery Switches ON.

NOTE: Ensure that squat switches are in the ground mode and that the squat switch circuit breaker is pushed in.

- (7) Gain access to cabin air exhaust control valve from forward side of frame 5. Using boroscope, inspect cabin air exhaust control valve poppet and seat for general cleanliness and accumulation of nicotine tar.
- (8) If the inspection reveals an accumulation of contaminants, remove cabin air exhaust control valve and clean with mild detergent. (Refer to 21-30-01, Removal/Installation.)
- (9) Set Cabin Air Switch to OFF.
- (10) Set Battery Switches OFF.
- (11) Remove boroscope from aircraft.
- (12) Install right nose avionic access door.
- (13) Remove filtered air source from high pressure bleed air supply fitting.
- (14) Connect bleed air line to vacuum pressure regulator (jet pump).
- (15) Close tailcone access door.

EFFECTIVITY: ALL

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**LEARJET 35/35A/36/36A
MAINTENANCE MANUAL****3. Cleaning/Painting****A. Clean Cabin Air Exhaust Control Valve (See Figure 202.)**

CAUTION: DO NOT USE MEK OR OTHER HYDROCARBON-BASED SOLVENTS ON COMPONENTS OR SURFACES MADE OF PLASTIC.

DO NOT DISASSEMBLE CABIN AIR CONTROL VALVE ASSEMBLY FOR CLEANING AS THIS WILL VOID ANY WARRANTY AND MAY HAMPER THE INTEGRITY OF THE VALVE ASSEMBLY.

- (1) Remove cabin air exhaust control valve. (Refer to Removal/Installation, this section.)

CAUTION: HEAVILY CONTAMINATED VALVES MUST BE SOAKED IN CLEANING AGENT FOR A PERIOD OF TIME TO REMOVE EXCESS CONTAMINANTS BEFORE COMPLETION OF CLEANING PROCEDURE.

DO NOT ALLOW CLEANING AGENT TO ENTER THROUGH CABIN PRESSURE INLET HOLES IN VALVE POPPET ASSEMBLY.

- (2) Place valve in pan of isopropyl alcohol or a mild detergent and water solution to soak. For initial soaking, the valve poppet will be closed instead of open as shown in Figure 202.
- (3) After removing excess contaminants, insert blunt end of a No. 30 (1/8 inch) drill bit into shank end of valve center cone port and push valve poppet to open position (approximately one inch). Cap the valve fitting to retain vacuum in control chamber. This will hold the valve open when the drill bit is removed.

CAUTION:

- VALVE MUST BE MONITORED TO ENSURE THAT VALVE POPPET DOES NOT SLOWLY CLOSE WHILE SITTING IN CLEANING AGENT. ANY SMALL LEAKAGE, EITHER FROM CAPPED VALVE FITTINGS OR INTERNAL LEAKAGE, WILL ALLOW THE VALVE POPPET TO SLOWLY CLOSE AND ALLOW CLEANING AGENT TO ENTER THE CABIN PRESSURE INLET HOLES.

- CLEANING AGENT LEVEL SHOULD NOT BE ABOVE LEVEL AS ILLUSTRATED WHEN VALVE ASSEMBLY IS IMMersed.

- DO NOT ALLOW CLEANING AGENT TO ENTER THROUGH CABIN PRESSURE INLET HOLES IN VALVE POPPET ASSEMBLY.

- (4) Place valve in a pan of isopropyl alcohol or a mild detergent and water solution as shown in Figure 202. Monitor valve poppet, ensuring that it stays open.
- (5) Soak valve in cleaning agent enough to loosen or remove contaminants.

NOTE: A cotton swab or acid brush may be used to scrub the noise suppression screen, poppet, and etc., if required. Pay particular attention to valve poppet assembly and valve poppet seating areas.

- (6) Perform a visual inspection of cabin air exhaust control valve to ensure that diaphragm retention ring has not separated from valve poppet assembly (see Figure 202), and that poppet assembly is seating properly. Replace cabin air exhaust control valve if necessary.
- (7) Install cabin air exhaust control valve. (Refer to Removal/Installation.)

EFFECTIVITY: ALL

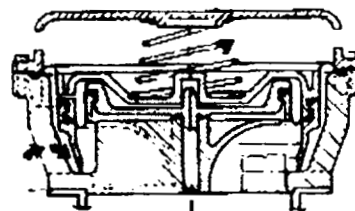
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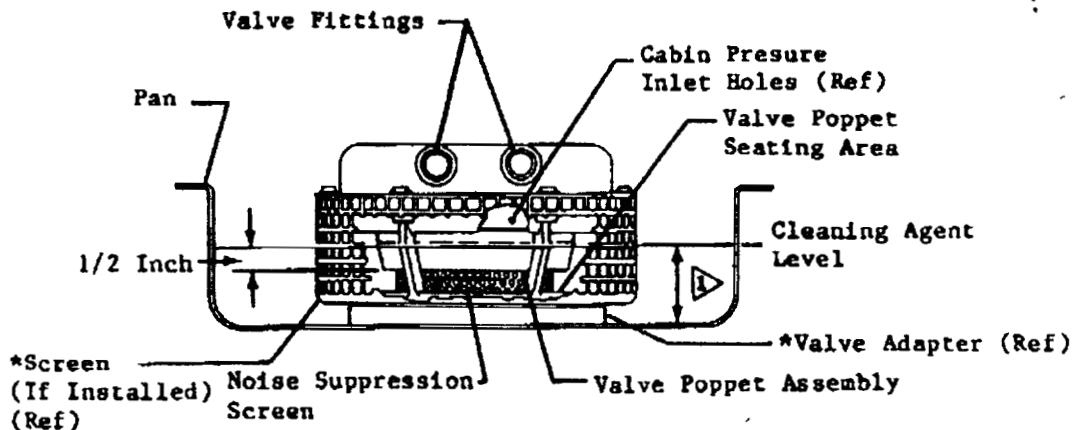
**LEARJET 35/35A/36/36A
MAINTENANCE MANUAL**

1 Cleaning agent level will vary due to the type of valve adapter installed. Cleaning agent level must be adjusted so that the valve poppet assembly is immersed at least 1/2 inch in cleaning agent. Cleaning agent must not enter the cabin pressure inlet holes.

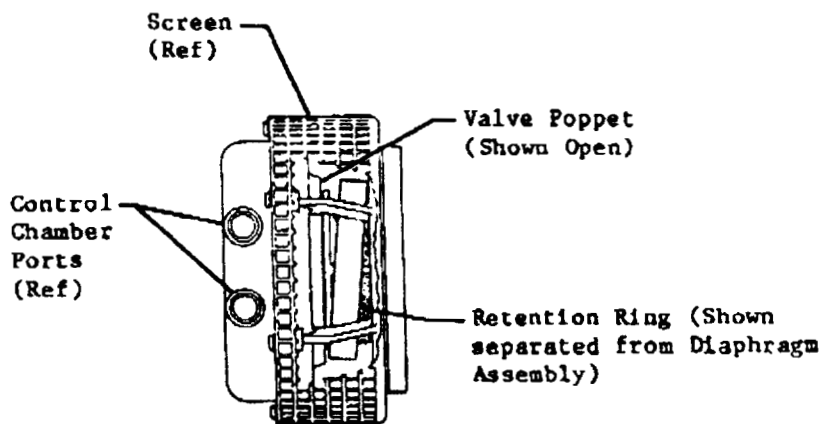
* Valve screen (if installed) and valve adapter shall not be removed from valve assembly.



Insert blunt end of drill bit at this point



Valve Shown Partially Open



WARNING: DEFECTIVE VALVE ASSEMBLY SHOWN. DO NOT INSTALL VALVE ASSEMBLY IN THIS CONDITION.

Cabin Air Exhaust Control Valve Cleaning
Figure 202

EFFECTIVITY: ALL

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DISTRIBUTION SYSTEM - MAINTENANCE PRACTICES

1. Tools and Equipment

NOTE: Equivalent substitutes may be used in lieu of the following:

NAME	PART NUMBER	MANUFACTURER	USE
Anti-Seize Compound	C5-A	Fel-Pro Inc. Skokie, IL.	Prevent seizing of engine parts.

2. Removal/Installation

A. Remove Bleed Air Ducts (Typical of Both Engines) (See figure 201.)

- (1) Remove engine nacelle.
- (2) Remove attaching parts and clamps securing ducts to engine.
- (3) Remove attaching parts securing duct to bleed air shutoff and pressure regulator valve.

NOTE: On Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4, four plates at each bleed air port will be released. Tag plates for reinstallation.

- (4) Remove duct from engine.
 - (5) Remove and inspect all gaskets. Any gaskets that show signs of deterioration or damage in any way must be replaced. A "C" seal is installed in the low pressure duct connection on the bleed air shutoff and pressure regulator valve. This "C" seal must be replaced each time the duct is removed.
 - (6) Check insulation and insulation wrapping.
- #### B. Install Bleed Air Ducts (Typical Both Engines) (See figure 201.)

NOTE: Coat threads of bleed air duct attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.

- (1) Install gaskets, "C" ring, and ducts on engine. Secure with attaching parts.

NOTE: On Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4, ensure that the proper plates (four each port) are installed.

- (2) Install clamps on ducts and secure with attaching parts.
 - (3) Install engine nacelle.
- #### C. Install Flex Tube Assembly (See figure 201.)

NOTE: • When aircraft engines are changed, there may be some variations in the gap between the flange of the flex tube assembly and the mount pad on the engine. These variations may require special configurations of gaskets and spacers. Refer to Detail A for gasket and spacer configuration.

- Coat threads of flex tube assembly attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.

- (1) Temporarily attach the forward end of flex tube assembly to elbow with plate assembly, gaskets, and bolts.
- (2) On Aircraft 35-002 thru 35-193 and 36-002 thru 36-040 not modified per AMK 78-6, secure other end of flex tube assembly with gaskets and bolts.

EFFECTIVITY: ALL

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(3) On Aircraft 35-194 and Subsequent: 36-041 and Subsequent and prior aircraft modified per AMK 78-6, refer to Detail A and inspect gap between flex tube assembly flange and engine pad. Determine whether flanges are parallel as viewed from the rear of the engine.

(a) If flanges are parallel, proceed as follows:

- 1) Position gaskets on each side of the -5 spacer and place between flex tube and engine pad flanges as shown.
- 2) Place gasket under either a -6 or -7 spacer and insert in place as required to attain a gap between the lower gasket and engine pad flange of 0.03 to 0.09 inch. If gap is within this dimension, the -6 or -7 spacer and third gasket are not required.

CAUTION: CHECK BOLT HOLE DEPTH. SELECT CORRECT BOLT LENGTH AND ADD WASHERS UNDER BOLT HEAD AS REQUIRED. BOLTS THAT ARE TOO LONG WILL BOTTOM OUT BEFORE COMPRESSING GASKETS. BOLT THREADS MAY BECOME STRIPPED IF BOLTS ARE TOO SHORT.

- 3) Remove bolts from forward end of flex tube assembly.
 - 4) Install top half of inner fan duct.
 - 5) Position selected spacer and gaskets on engine pad and secure aft end of flex tube assembly using bolts and washers.
 - 6) Place new gaskets at front end of flex tube assembly. Insert front end of tube assembly in elbow. Secure elbow to tube assembly using bolts.
- (b) If flanges are not parallel as viewed from the rear of the engine, proceed as follows:
- 1) Select a spacer (-1 thru -4) that suitably fits the flange angle. Insert spacer with arrow marked on the thickest side pointing up.

NOTE: The angle spacers are to be installed with the angle crossing the centerline of the engine.

- 2) Position gaskets on each side of spacer selected and place between flex tube and engine pad flanges as shown.
- 3) Place gasket under either a -6 or -7 spacer and insert in place as required to attain a gap between the lower gasket and engine pad flange of 0.03 to 0.09 inch. If gap is within this dimension, the -6 or -7 spacer and a third gasket are not required.

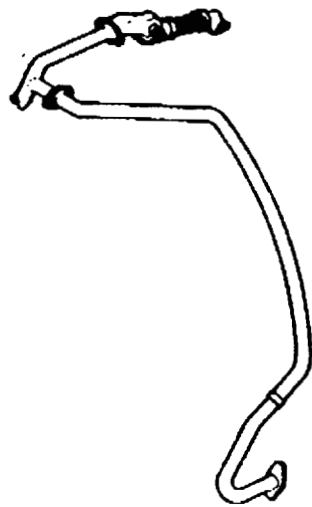
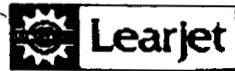
CAUTION: CHECK BOLT HOLE DEPTH. SELECT CORRECT BOLT LENGTH AND ADD WASHERS UNDER BOLT HEAD AS REQUIRED. BOLTS THAT ARE TOO LONG WILL BOTTOM OUT BEFORE COMPRESSING GASKETS. BOLT THREADS MAY BECOME STRIPPED IF BOLTS ARE TOO SHORT.

- 4) Perform steps 3) through 6) in paragraph (3)(a).
- (c) Torque bolts at both ends of flex tube assembly 25 inch-pounds.
 (d) Safety wire bolts. Install flex tube assembly fairing.
 (e) Install engine afterbody.

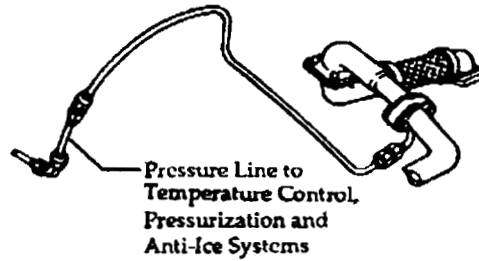
EFFECTIVITY: ALL

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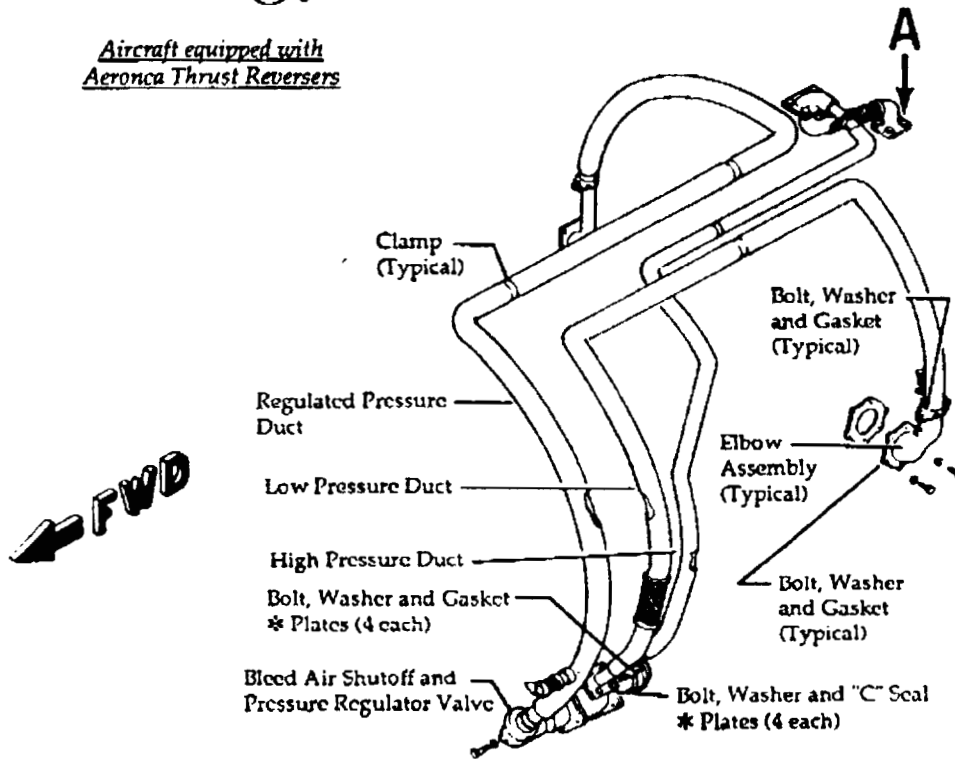
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Aircraft equipped with Aeronca Thrust Reversers



Aircraft Modified per AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement," except aircraft equipped with Aeronca Thrust Reversers



* Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4, "Installation of Engine Bleed Air Duct Flange Reinforcing Plates"

NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, CS-A or equivalent) prior to installation.

LH ENGINE

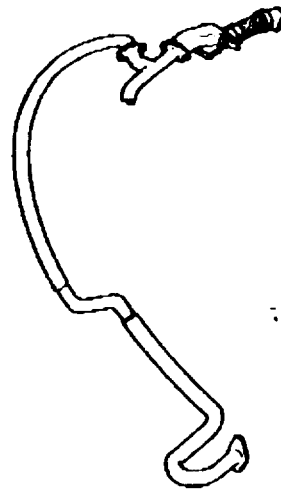
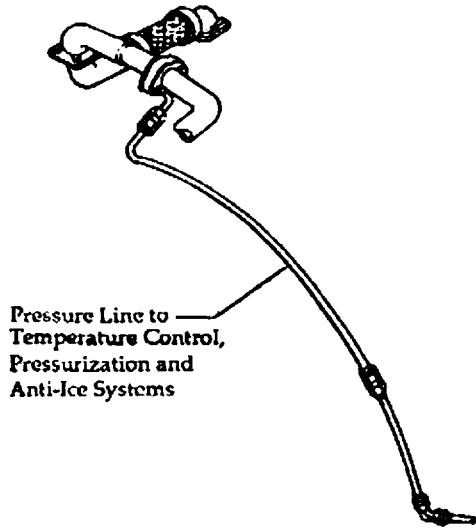
Engine Bleed Air Duct Installation
Figure 201 (Sheet 1 of 8)

EFFECTIVITY: 35-002 THRU 35-106, 35-108 THRU 35-112,
36-002 THRU 36-031

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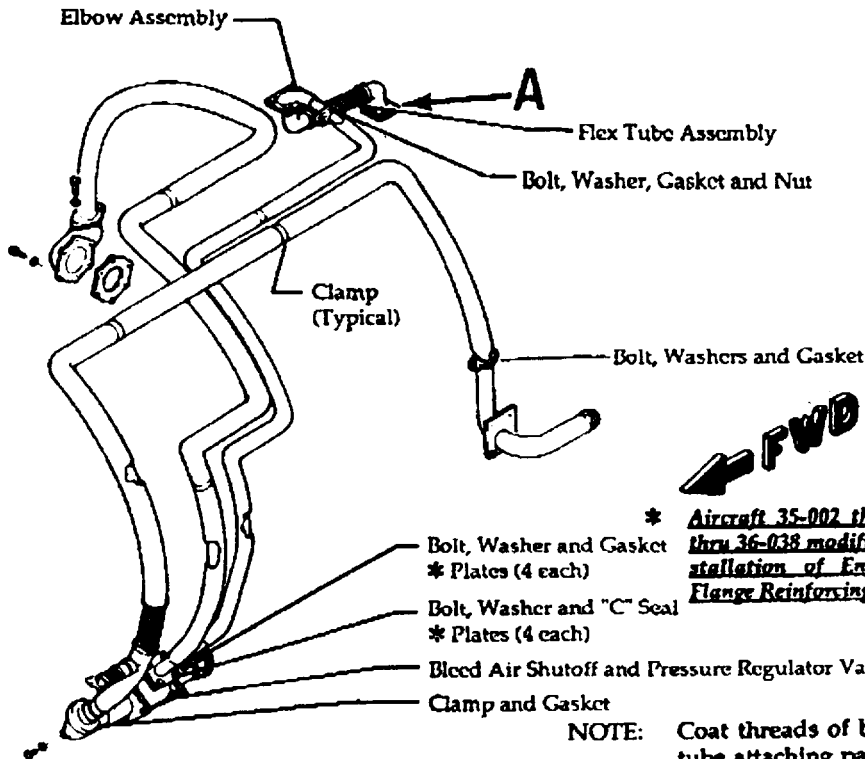
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Aircraft Modified per AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement," except aircraft equipped with Aeronca Thrust Reversers

Aircraft equipped with Aeronca Thrust Reversers



* Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4, "Installation of Engine Bleed Air Duct Flange Reinforcing Plates"

NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.

RH ENGINE

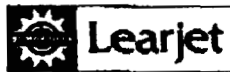
Engine Bleed Air Duct Installation
Figure 201 (Sheet 2 of 8)

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EFFECTIVITY: 35-002 THRU 35-106, 35-108 THRU 35-112,
36-002 THRU 36-031

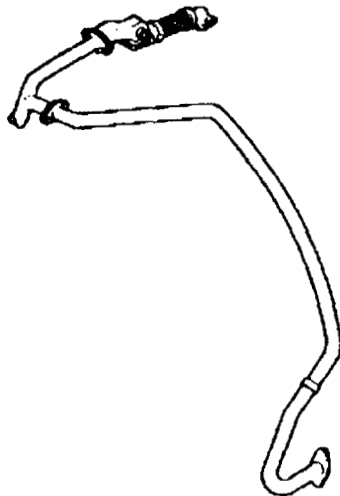
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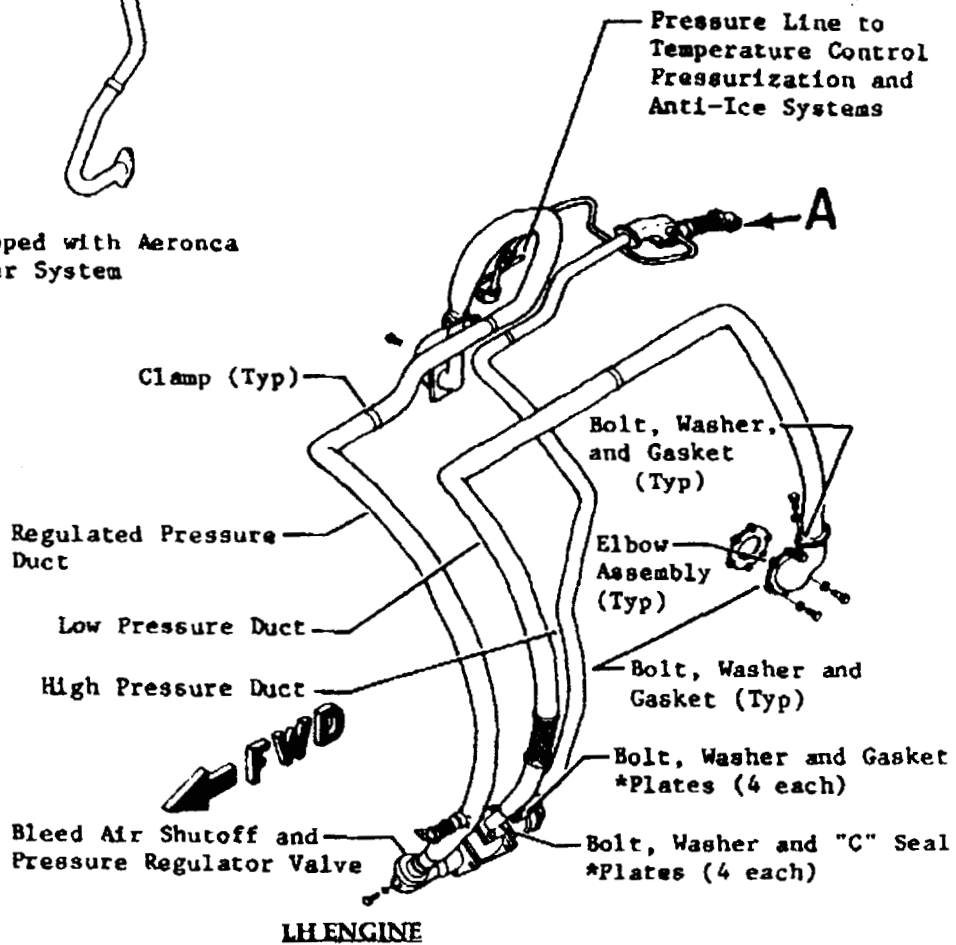


NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.

* Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4, "Installation of Engine Bleed Air Duct Flange Reinforcing Plates"



Aircraft Equipped with Aeronca Thrust Reverser System



Engine Bleed Air Duct Installation
Figure 201 (Sheet 3 of 8)

EFFECTIVITY: 35-107,35-113 THRU 35-504, 35-506 THRU 35-513, 36-032 THRU 36-053

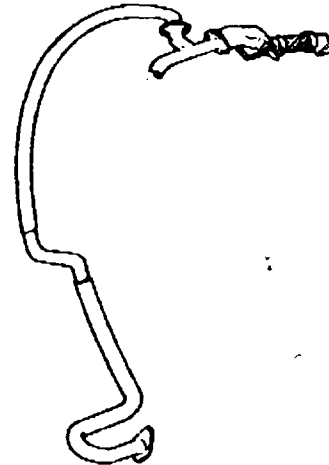
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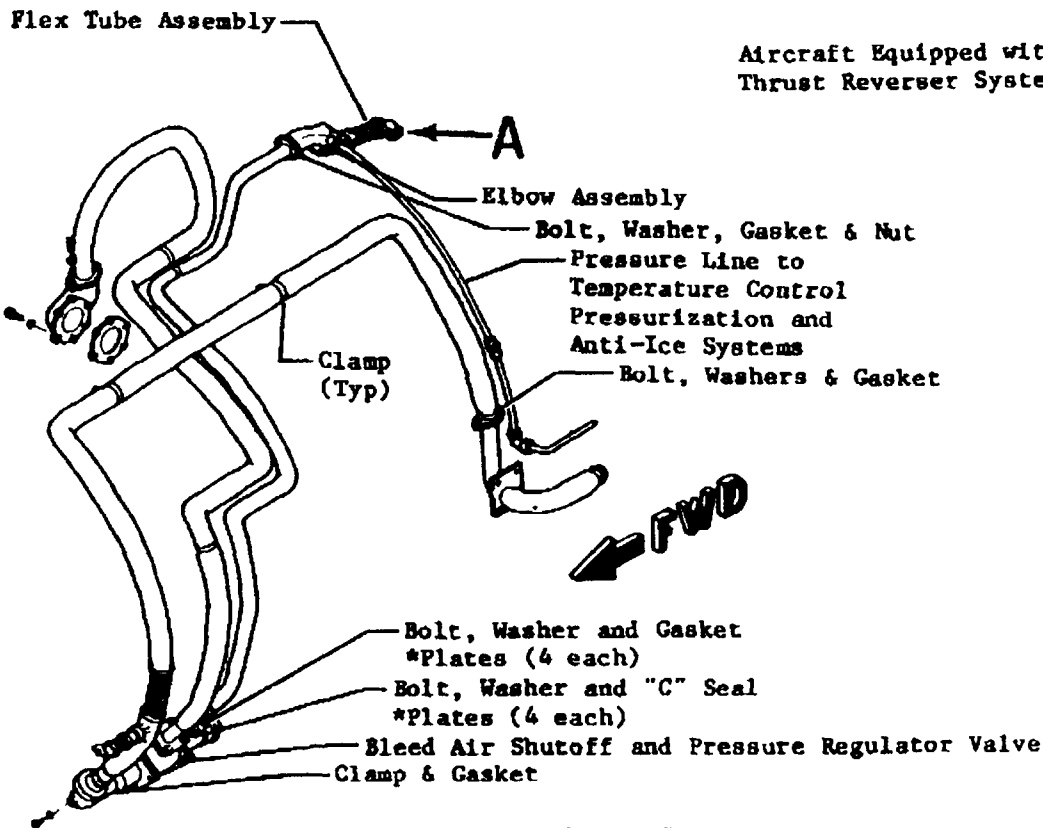


NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, CS-A or equivalent) prior to installation.

* Aircraft 35-002 thru 35-169 and 36-002 thru 36-038 modified per AMK 78-4. "Installation of Engine Bleed Air Duct Flange Reinforcing Plates"



Aircraft Equipped with Aeronca Thrust Reverser System



RHENGINE

Engine Bleed Air Duct Installation Figure 201 (Sheet 4 of 8)

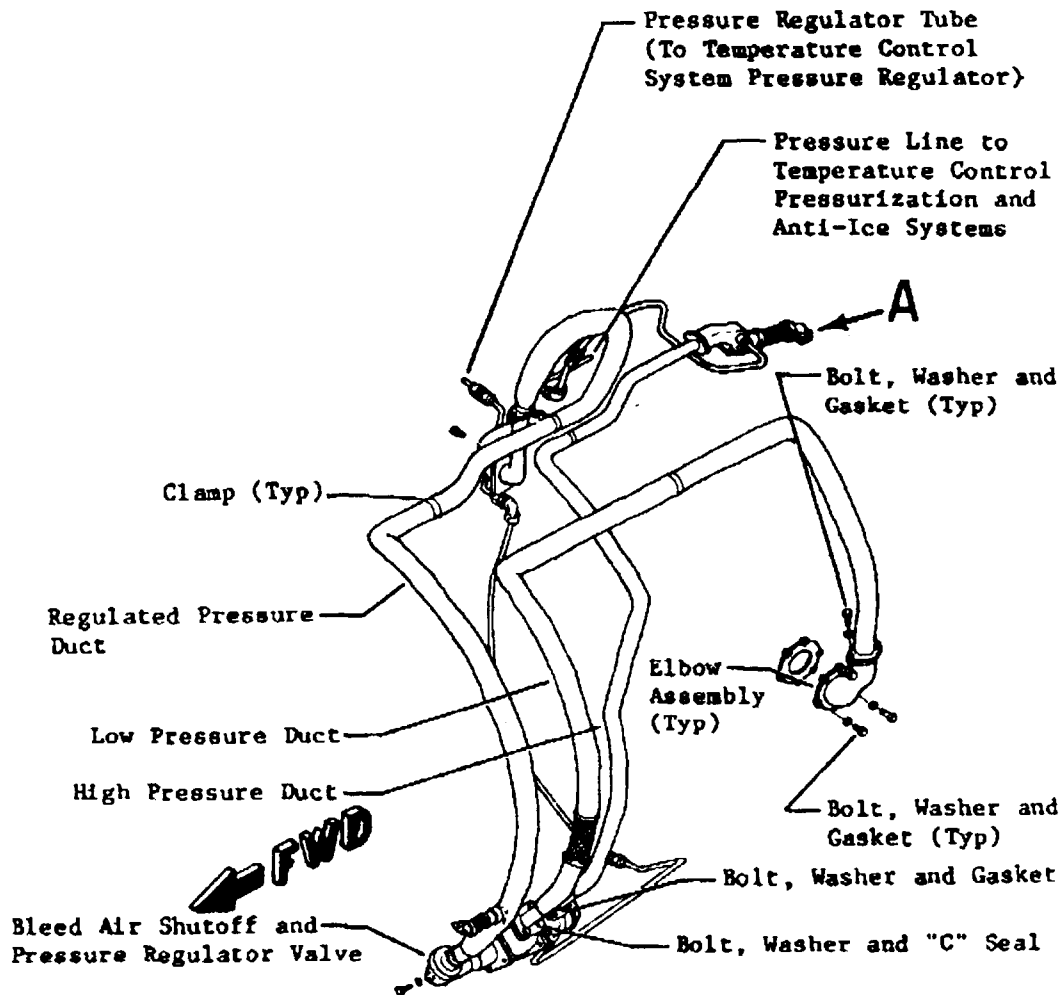
EFFECTIVITY: 35-107, 35-113 THRU 35-504, 35-506 THRU 35-513, 36-002 THRU 36-053

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NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.



LH ENGINE

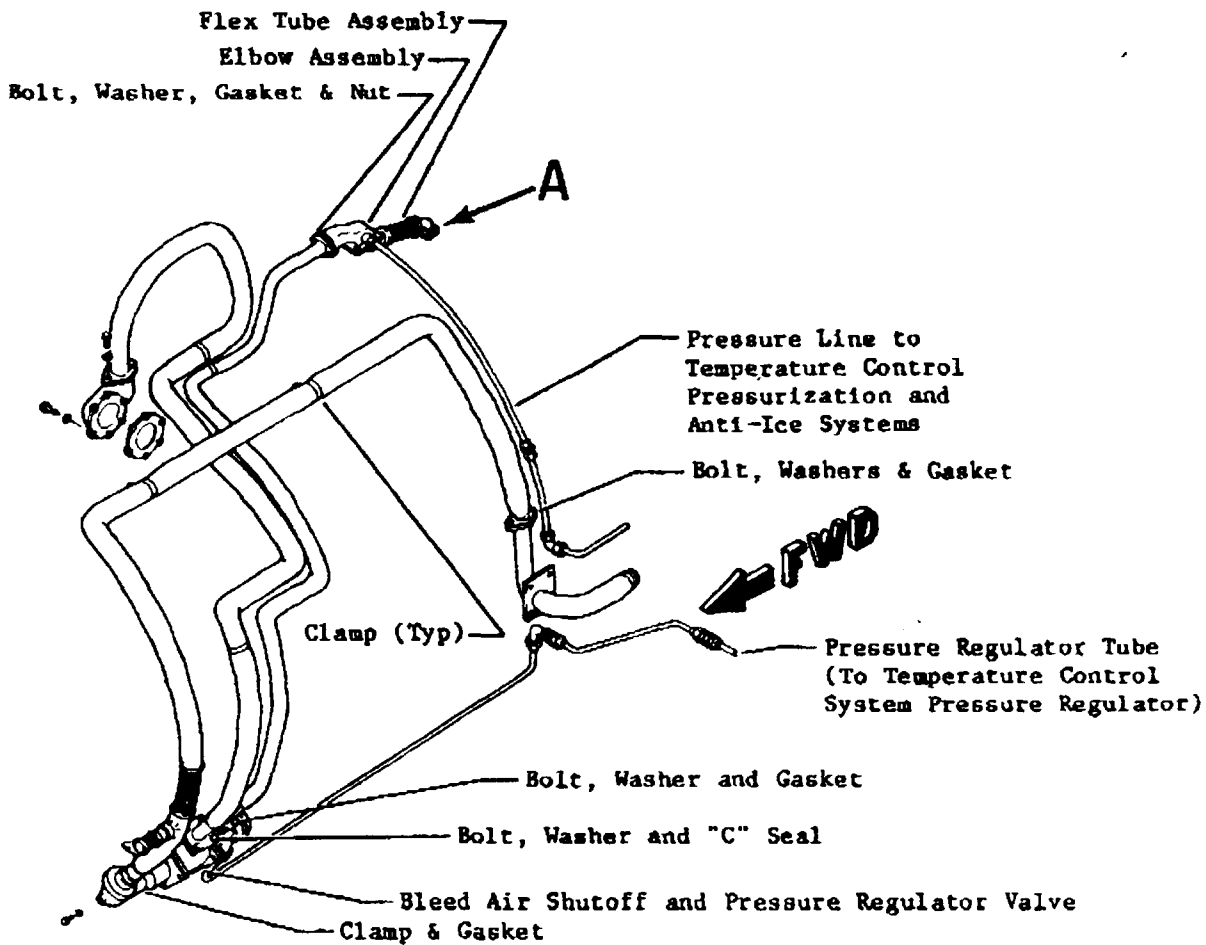
Engine Bleed Air Duct Installation
Figure 201 (Sheet 5 of 8)

EFFECTIVITY: 35-505, 35-514 AND SUBSEQUENT,
36-054 AND SUBSEQUENT

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NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.



RH ENGINE

Engine Bleed Air Duct Installation
Figure 201 (Sheet 6 of 8)

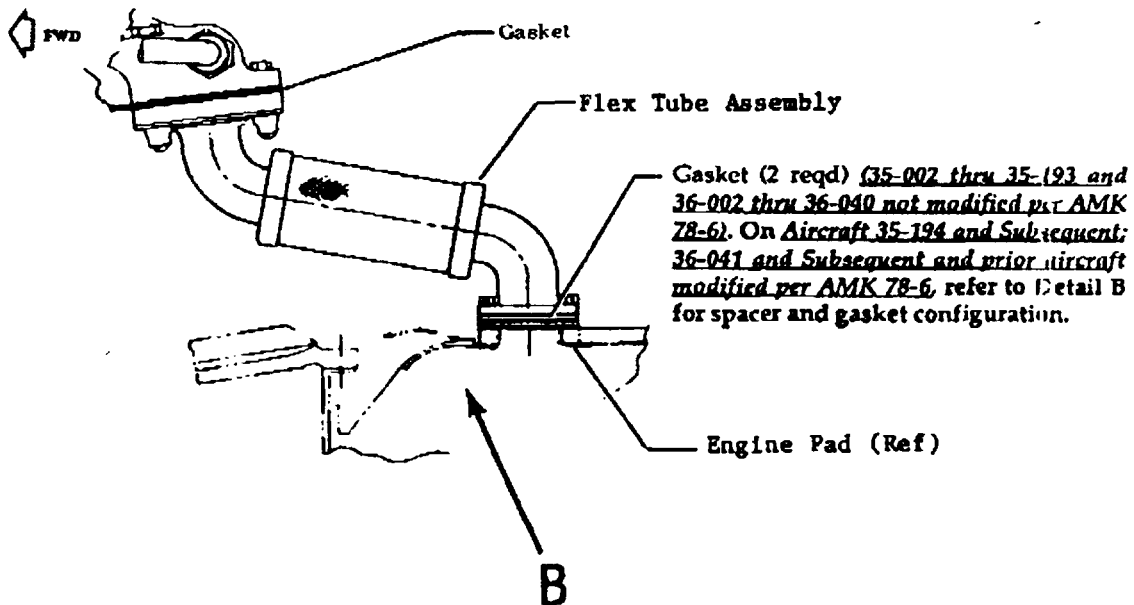
EFFECTIVITY: 35-505, 35-514 AND SUBSEQUENT,
36-054 AND SUBSEQUENT

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NOTE: Coat threads of bleed air duct and flex tube attaching parts with high temperature anti-seize compound (Fcl-Pro, CS-A or equivalent) prior to installation.



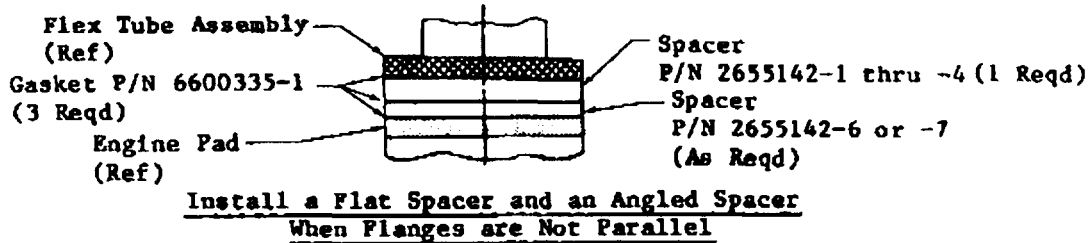
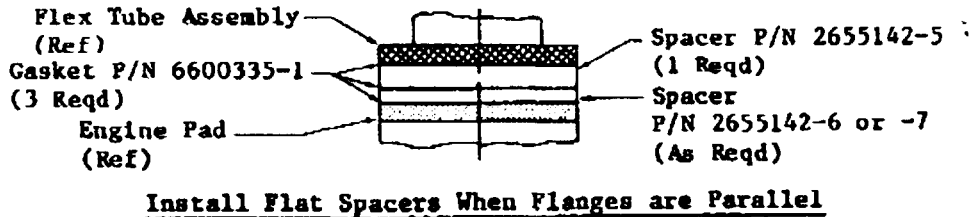
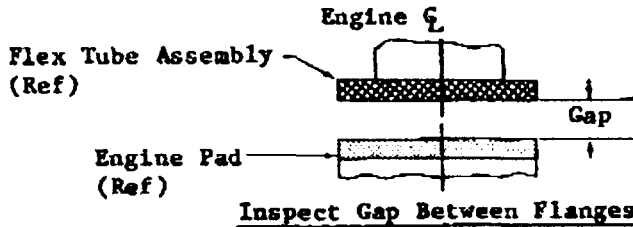
Detail A

Engine Bleed Air Duct Installation
Figure 201 (Sheet 7 of 8)

EFFECTIVITY: ALL

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View of Spacer and Gasket Installation Looking Forward

Part Number	Angle
2655142-1	1°
2655142-2	2°
2655142-3	3°
2655142-4	4°
2655142-5	0° (Flat)
2655142-6	0° (Flat)
2655142-7	0° (Flat)

SPACER TABLE

Select spacer that suitably fits the angle across the centerline of the engine. Position spacer with the arrow pointing up.

If flanges are parallel, use this spacer in place of the spacers above.

After one spacer (-1 thru -5) is in place and gaskets are installed, insert either a -6 or -7 spacer with an additional gasket to attain a 0.03- to 0.09-inch gap.

Detail B

Engine Bleed Air Duct Installation
Figure 201 (Sheet 8 of 8)

EFFECTIVITY: ALL

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LEARJET 35/35A/36/36A MAINTENANCE MANUAL

BLEED AIR SHUTOFF AND PRESSURE REGULATOR VALVE - MAINTENANCE PRACTICES

1. Tools and Equipment

NOTE: Equivalent substitutes may be used in lieu of the following:

NAME	PART NUMBER	MANUFACTURER	USE
Anti-Seize Compound	C5-A	Fel-Pro Inc. Skokie, IL	Prevent seizing of engine parts.
Safety Wire		Commercially Available	Secure electrical connector(s).
Digital Multimeter	8050A-1	Fluke Mfg. Inc. Everett, WA	Check for power at connector.
Pressure Gage (Capable of 30 psig [207 kPa])		Commercially Available	Check pressure at regulated servo pressure line.
Torque Wrench		Commercially Available	Torque attaching parts.

2. Removal/Installation

A. Removal of Bleed Air Shutoff and Pressure Regulator Valve (B59, LH; B56, RH) (Aircraft 35-002 thru 35-504, 35-506 thru 35-513, and 36-002 thru 36-053 not modified per SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator" or AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement") (See Figure 201.)

- (1) Disconnect electrical power from aircraft.
- (2) Remove lower engine cowl. (Refer to Chapter 71.)
- (3) On Aircraft 35-002 thru 35-063 and 36-002 thru 36-017, remove safety wire and disconnect electrical connector (P217, LH; P218, RH) from valve.
- (4) On Aircraft 35-064 thru 35-504, 35-506 thru 35-513, and 36-018 thru 36-053, remove safety wire and disconnect electrical connector (P895, LH; P896, RH) from valve Solenoid A and (P217, LH; P218, RH) from valve Solenoid B located lower RH side of valve.
- (5) Remove attaching parts securing high pressure and low pressure duct to valve.

NOTE: On Aircraft modified per AMK 78-4, "Installation of Engine Bleed Air Duct Flange Reinforcing Plates," there shall be four (4) plates at each duct location.

- (6) Loosen and remove coupling securing regulated pressure duct to valve.
- (7) Remove attaching parts and valve from engine.

B. Installation of Bleed Air Shutoff and Pressure Regulator (B59, LH; B56, RH) (Aircraft 35-002 thru 35-504, 35-506 thru 35-513, and 36-002 thru 36-053, not modified per SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator" or AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement") (See Figure 201.)

- (1) Apply high temperature anti-seize compound to threads of attaching parts. Install valve and secure with attaching parts.
- (2) Install and secure coupling securing regulated pressure duct to valve.
- (3) Check gasket for serviceability; replace if necessary.
- (4) Replace metal "C"-seal.

EFFECTIVITY: NOTED

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- (5) Assemble plates (if installed) on duct flanges and secure high pressure and low pressure ducts to valve with attaching parts. Torque bolts 25 inch-pounds [2.8 Nm].
- (6) On Aircraft 35-002 thru 35-063 and 36-002 thru 36-017, connect electrical connector (P217, LH; P218, RH) to valve and safety wire.
- (7) On Aircraft 35-064 thru 35-504, 35-506 thru 35-513, and 36-018 thru 36-053, connect electrical connector (P895, LH; P896, RH) to valve Solenoid A and (P217, LH; P218, RH) to valve Solenoid B and safety wire.
- (8) Perform Operational Check of Pressurization System. (Refer to Chapter 21.)
- (9) Perform Functional Test of Bleed Air Shutoff and Pressure Regulator Valve. (Refer to Adjustment/Test, this section.)
- (10) Install lower engine cowl. (Refer to Chapter 71.)
- C. Removal of Bleed Air Shutoff and Pressure Regulator Valve (B59, LH; B56, RH) (Aircraft 35-505, 35-514 and Subsequent, 36-054 and Subsequent and prior aircraft modified per SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator" or AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement") (See Figure 201.)
- (1) Disconnect electrical power from aircraft.
 - (2) Remove lower engine cowl. (Refer to Chapter 71.)
 - (3) Remove safety wire and disconnect electrical connector (P895, LH; P896, RH) from valve Solenoid A and (P217, LH; P218, RH) from valve Solenoid B located lower RH side of valve.
 - (4) Remove safety wire and attaching parts securing high pressure and low pressure ducts to valve.
 - (5) Disconnect pressure regulator tube from valve.
 - (6) Loosen and remove coupling securing regulated pressure duct to valve.
 - (7) Remove attaching parts and bleed air pressure regulator and shutoff valve from engine.
- D. Installation of Bleed Air Shutoff and Pressure Regulator Valve (B59, LH; B56, RH) (Aircraft 35-505, 35-514 and Subsequent, 36-054 and Subsequent and prior aircraft modified per SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator" or AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Replacement") (See Figure 201.)
- (1) Apply high temperature anti-seize compound to threads of attaching parts. Install valve and secure with attaching parts.
 - (2) Install and secure coupling securing regulated pressure duct to valve.
 - (3) Check low pressure duct gasket for serviceability; replace if necessary.
 - (4) Replace high pressure duct metal C-seal.
 - (5) Secure high pressure and low pressure ducts to valve with attaching parts. Torque bolts 25 inch-pounds [2.8 Nm]. Install safety-wire.
 - (6) Connect pressure regulator tube to valve.
 - (7) Connect electrical connector (P895, LH; P896, RH) to valve Solenoid A and (P217, LH; P218, RH) to valve Solenoid B and safety wire.
 - (8) Perform Operational Check of Pressurization System. (Refer to Chapter 21.)
 - (9) Perform Functional Test of Bleed Air Shutoff and Pressure Regulator Valve. (Refer to Adjustment/Test, this section.)
 - (10) Install lower engine cowl. (Refer to Chapter 71.)
3. Adjustment/Test
- A. Functional Test of Bleed Air Shutoff and Pressure Regulator Valve
- (1) Remove lower engine cowl. (Refer to Chapter 71.)
 - (2) Start aircraft engine equipped with valve to be checked. (Refer to FAA Approved Airplane Flight Manual.)
 - (3) Set engine at idle RPM and observe (through ambient vent) that flow mixing poppet spring is fully compressed.

EFFECTIVITY: NOTED

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LEARJET 35/35A/36/36A MAINTENANCE MANUAL

- (4) Check for leaks around newly installed components and surrounding areas.
- (5) If flow mixing poppet spring is not fully compressed, perform the following:
 - (a) On Aircraft 35-002 thru 35-063, and 36-002 thru 36-017 not modified per AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement" or SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator Valve", shut down engine (refer to FAA Approved Airplane Flight Manual) and replace bleed air shutoff and pressure regulator valve.
 - (b) On Aircraft 35-064 thru 35-504, 35-506 thru 35-513, and 36-018 thru 36-053 and prior aircraft modified per AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement" or SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator Valve", perform the following:

NOTE: On Aircraft 35-064 thru 35-504, 35-506 thru 35-513, and 36-018 thru 36-053 and prior aircraft modified per SSK 966 only, "Replacement of Bleed Air Shutoff and Pressure Regulator Valve", clean bleed off regulator No. 3. (Refer to Clearing/Painting, this section.) If malfunction is not resolved, replace bleed air shutoff and pressure regulator valve.

- 1) Disconnect electrical connector (P895, LH; P896, RH) from Solenoid A.
- 2) Verify 28 vdc is present at pin C and perform continuity check between pin A and aircraft ground.
- 3) If 28 vdc is not present at pin C or continuity check fails, check Modulating Valve Control Box.
- 4) If Modulating Valve Control Box is okay, perform Functional Test of Emergency Pressurization Aneroid Switch (S89, LH; S90, RH). (Refer to Chapter 21.)
- 5) If aneroid switch is okay, verify Bleed Air Switch (S343, LH; S342, RH), located on copilot's instrument panel, and switch wiring is functional.
- 6) If flow mixing poppet spring is still expanded at idle power settings, perform the following:
 - a) Disconnect pressure regulator tube from bleed air shutoff and pressure regulator valve (B59, LH; B56, RH).
 - b) Install pressure gage.
 - c) Verify gage indicates 13 to 17 psig [89.6 to 117.2 kPa] with engine at 60% N2.
 - d) If pressure is out of tolerance, check plumbing between bleed air shutoff and pressure regulator valve and temperature pressure regulator located in tailcone.
 - e) If plumbing is okay, replace temperature pressure regulator. (Refer to Chapter 21.)
 - f) If pressure is within tolerance, shut down engine (refer to FAA Approved Airplane Flight Manual) and replace bleed air shutoff and pressure regulator valve. (Refer to Removal/Installation, this section.)
- (c) On Aircraft 35-505, 35-514 and Subsequent, and 36-054 and Subsequent, perform the following:
 - 1) Disconnect electrical connector (P895, LH; P896, RH) from Solenoid A.
 - 2) Verify 28 vdc is present at pin C and perform continuity check between pin A and aircraft ground.
 - 3) If 28 vdc is not present at pin C or continuity check fails, check Modulating Valve Control Box.
 - 4) If Modulating Valve Control Box is okay, perform Functional Test of Emergency Pressurization Aneroid Switch (S89, LH; S90, RH). (Refer to Chapter 21.)
 - 5) If aneroid switch is okay, verify Bleed Air Switch (S343, LH; S342, RH), located on copilot's instrument panel, and switch wiring is functional.
 - 6) If flow mixing poppet spring is still expanded at idle power settings, perform the following:
 - a) Disconnect pressure regulator tube from bleed air shutoff and pressure regulator valve (B59, LH; B56, RH).
 - b) Install pressure gage.

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- c) Verify gage indicates 13 to 17 psig [89.6 to 117.2 kPa] with engine at 60% N2.
 - d) If pressure is out of tolerance, check plumbing between Bleed Air Shutoff and Pressure Regulator Valve and temperature pressure regulator located in tailcone.
 - e) If plumbing is okay, replace temperature pressure regulator. (Refer to Chapter 21.)
 - f) If pressure is within tolerance, shut down engine (refer to FAA Approved Airplane Flight Manual) and replace bleed air shutoff and pressure regulator valve. (Refer to Removal/Installation, this section.)
- (5) If flow mixing poppet spring is fully compressed and valve is otherwise malfunctioning, shut down engine (refer to FAA Approved Airplane Flight Manual) and replace bleed air shutoff and pressure regulator valve. (Refer to Removal/Installation, this section.)

NOTE: At high ambient temperature and/or high field elevations, the poppet spring may not fully compress. This is normal at idle N1 RPM.

- (6) Shut down engine (refer to FAA Approved Airplane Flight Manual) and install lower engine cowl. (Refer to Chapter 71.)

C. Bleed Air Shutoff and Pressure Regulator Valve Banjo and B-Nut Fittings Torque Check (Aircraft 35-002 thru 35-063 and 36-002 thru 36-017, not modified per AAK 85-6, "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement" or SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator Valve") (See Figure 203.)

NOTE: Perform check of fittings torque in accordance with the current inspection interval specified in Chapter 5.

- (1) Remove lower engine cowl. (Refer to Chapter 71.)
- (2) Check torque of banjo and B-nut fittings on RH side of valve as indicated. Torque fittings 100 to 120 inch-pounds [11.3 to 13.5 kPa].
- (3) Install lower engine cowl. (Refer to Chapter 71.)

4. Cleaning/Painting

A. Clean Bleed Off Regulator No. 3 (Aircraft 35-002 thru 35-063, and 36-002 thru 36-017 not modified per SSK 966, "Replacement of Bleed Air Shutoff and Pressure Regulator Valve" or AAK 85-6 "Engine Bleed Air Shutoff and Pressure Regulator Valve Replacement") (See Figure 202.)

NOTE: Perform Adjustment/Test prior to accomplishing this cleaning procedure.

Cleaning bleed off regulator No. 3 is the only cleaning or adjustment procedure allowed by Garrett Corporation. Any further attempt at field maintenance on bleed air shutoff and pressure regulator valve will void existing warranties.

- (1) Remove lower engine cowl. (Refer to Chapter 71.)
- (2) Locate Bleed Air Shutoff and Pressure Regulator Valve (B59, LH; B56, RH) on lower forward LH side of engine.
- (3) Locate bleed off regulator No. 3 on LH side of valve.
- (4) Insert a long thin object up into regulator No. 3 to hold snap ring, retainer, spring, washers, and poppet when snap ring is removed.
- (5) Remove snap ring. If necessary, depress retainer into housing slightly to remove spring load from snap ring.
- (6) Remove attaching parts from housing bore. If poppet sticks in housing bore, wiggle it free using a small hooked metal instrument.

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FAX

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A/C: 35-060

DATE: 10/30/00		# PAGES: 28	FAX REFERENCE: F3891-10-105-00
<u>PLEASE DELIVER TO:</u>		NAME: AL YURMAN	
		FIRM: NTSB	
		CITY/COUNTRY: MIAMI FL	
		PHONE NUMBER: [REDACTED]	
		FAX NUMBER: [REDACTED]	
<u>FROM:</u>		NAME: Ralph Witzke	
		DEPARTMENT: Field Service Representative, S. Florida	
		PHONE NUMBER: [REDACTED]	
		FAX NUMBER: [REDACTED]	

SUBJECT: MAINTENANCE MANUAL REFERENCES

I have enclosed the model 35 maintenance manual references that you requested:

- 1. October 12, 1999, Gasket replacement (tailcone):**
The manual reference, 21-41-01, pages 201 & 202, should be used for the gasket replacement.
- 2. Starter, generator and anti-ice switch:**
30-21-02, pages 201 & 202 reference pressure switch removal/installation. Which also mentions chapters 24 & 80 for starter and generator removal installation, 24-31-01, pages 201 & 202 and 80-10-01, pages 201 through 203.
- 3. Oxygen servicing, 12-10-09, pages 301 through 303.**
- 4. Bleed air shutoff and pressure regulator valve:**
The bleed air shutoff and pressure regulator valve (commonly known as the mod valve) supplies bleed air to the aircraft, when the bleed air switches are in the "ON" position. When the cabin air switch is turned "NORM" air is available to the cabin. See the attached description on 21-00-00 pages 1 & 2, 21-20-00 pages 1, 2, & 4, and 36-10-00 pages 1 through 6.

Should you have any questions, do not hesitate to contact me.

Regards,

Ralph Witzke
Field Service Representative, S. Florida

RW/rw

Cc: J. Tidball, fax 2809

Bombardier Learjet

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FLOW CONTROL VALVE - MAINTENANCE PRACTICES

1. Tools and Equipment

NOTE: Equivalent substitutes may be used in lieu of the following:

NAME	PART NUMBER	MANUFACTURER	USE
Anti-Seize Compound	C5-A	Fel-Pro Inc. Skokie, IL	Prevent seizing of elbows and B-nuts.

2. Removal/Installation

NOTE: • Maintenance practices on the flow control valve consists of replacement of the valve or replacement of the shutoff solenoid on the valve.

• Coat threads of elbows and B-nuts with high temperature anti-seize compound (Fel-Pro, C5-A or equivalent) prior to installation.

A. Remove Valve (See Figure 201.)

- (1) Open tailcone access door and remove electrical power from aircraft.
- (2) Disconnect bleed air control tube and flow control tube from venturi duct and flow control valve. On Aircraft 35-107, 35-113 and Subsequent and 36-032 and Subsequent, disconnect servo pressure tube. Cap all exposed fittings.
- (3) Disconnect electrical connector from flow control valve.
- (4) Loosen clamps and sleeves securing flow control valve to venturi duct.
- (5) Loosen coupling securing opposite end of flow control valve. Remove flow control valve and gasket from aircraft.

B. Install Valve (See Figure 201.)

- (1) Install flow control valve and gasket and secure with coupling. Do not torque coupling at this time.
- (2) Connect bleed air control tube and flow control tube to venturi duct assembly and flow control valve as shown. On Aircraft 35-107, 35-113 and Subsequent and 36-032 and Subsequent, install and secure servo pressure tube.
- (3) Position sleeve and secure flow control valve to venturi duct. Torque clamp 20 inch-pounds plus drag torque.
- (4) Torque coupling, installed in step (1), 40 (±4) inch-pounds plus drag torque.

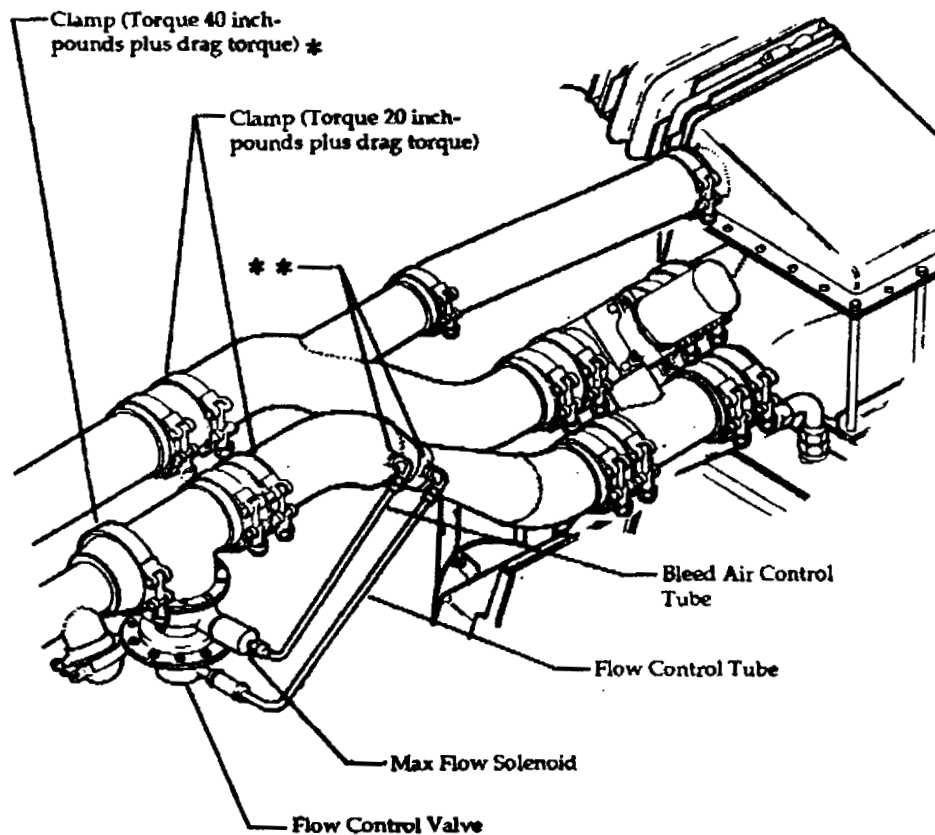
NOTE: Drag torque is the amount of torque required to overcome the friction of any self-locking nut. This nut friction (drag torque) must be added to the torque callout to assure proper torquing. The tailcone bleed air ducting incorporates stainless steel clamps, nuts, and bolts that require higher nut friction than the standard self-locking nuts. In some instances, nut friction may exceed the required torque values.

- (5) Connect electrical connector to flow control valve.
- (6) Restore electrical power to aircraft and secure tailcone access door.

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* This special clamp is utilized where an orifice is installed between flanges of mating parts and requires a higher torque value.

** Coat threads of elbows and B-nuts with high temperature anti-seize compound (Fel-Pro, CSA or equivalent) prior to installation.

NOTE: Drag torque is the amount of torque required to overcome the friction of any self-locking nut. This nut friction (drag torque) must be added to the torque callout to ensure proper torquing. The tailcone bleed air ducting incorporates stainless steel clamps, nuts, and bolts that require higher nut-friction than the standard self-locking nuts. In some instances, nut friction may exceed the required torque values.

Flow Control Valve Installation
Figure 1 (Sheet 1 of 3)

EFFECTIVITY: 35-002 THRU 35-081, 35-083 THRU 35-086,
36-002 THRU 36-022

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NACELLE ANTI-ICE PRESSURE SWITCH - MAINTENANCE PRACTICES

1. REMOVAL/INSTALLATION

A. Remove Nacelle Anti-Ice Pressure Switch (See figure 201.)

- (1) Remove electrical power from aircraft.
- (2) Remove engine lower nacelle, starter, and generator. (Refer to Chapters 24 and 80.)
- (3) Disconnect electrical connector from pressure switch.
- (4) Loosen and remove pressure switch from bleed air duct.

B. Install Nacelle Anti-Ice Pressure Switch (See figure 201.)

- (1) Position pressure switch in bleed air duct and secure with attaching parts.
- (2) Connect electrical connector to switch. (Refer to Wiring Manual, Chapter 30.)
- (3) Install generator, starter, and engine lower nacelle. (Refer to Chapters 24 and 80.)
- (4) Restore aircraft to normal.
- (5) Restore electrical power to aircraft.

2. INSPECTION/CHECK

A. Inspect Nacelle Anti-Ice Pressure Switch (See figure 201.)

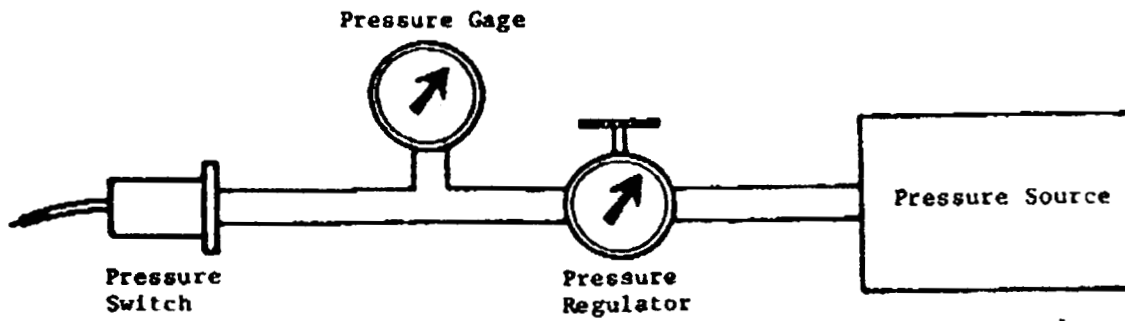
- (1) Inspect electrical connector for damage or corrosion.
- (2) Inspect pressure port for foreign matter.
- (3) Check pressure switch as follows:
 - (a) Connect variable pressure source to pressure switch.
 - (b) Connect a multimeter (preselect ohms mode) across pins A & C of electrical connector. Multimeter shall indicate open circuit with no pressure applied.
 - (c) Slowly increase pressure until switch actuates (continuity between pins A & C). Switch actuation shall occur at 2 psi as indicated on test pressure gage.
 - (d) Slowly release pressure, remove multimeter, disconnect pressure switch, and install pressure switch in aircraft.

EFFECTIVITY: ALL

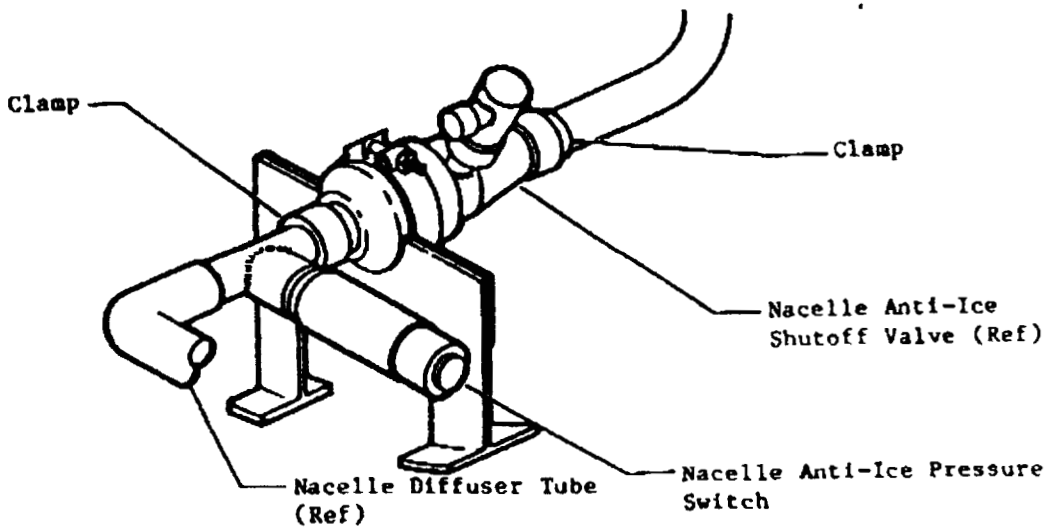
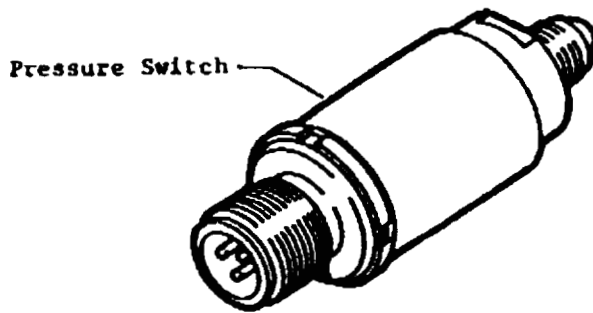
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FUNCTIONAL TEST SETUP



Nacelle Anti-Ice Pressure Switch Installation
Figure 201

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DC GENERATOR - MAINTENANCE PRACTICES

1. Removal/Installation

NOTE: The following procedure is applicable to either generator.

A. Removal of Generator (See Figure 201.)

- (1) Lower tailcone access door and disconnect aircraft batteries.
- (2) Remove lower engine nacelle.
- (3) Disconnect and tag electrical wiring.
- (4) Loosen clamps and remove air duct from forward nacelle and generator.
- (5) Remove safety wire from Q.A.D. clamp bolt.
- (6) Loosen Q.A.D. clamp bolt sufficiently to allow removal of generator.
- (7) Remove generator from aircraft.

B. Installation of Generator (Aircraft 35-002 thru 35-234 and 36-002 thru 36-044 NOT modified per AMK 78-8, "Installation of Generator Spline Drive Coupler," or AMK 79-7, "Installation of Generator Spline Drive Coupler Spacer," or SSK 956, "Replacement of Generator Spline Drive Coupler Adapter.") (See Figure 201.)

CAUTION: ENSURE THAT LIMITERS (FL45 OR FL46), LIMITER HOLDER, COVER ASSEMBLY, WIRING, AND ATTACHING HARDWARE (ESPECIALLY PLASTIC WING-NUTS) ARE SECURE WHEN INSTALLING GENERATOR.

- (1) Pack the spline cavity on the engine one-fourth full (approximately 1 inch) with Mobil grease No. 29 (mfd. by Mobil Oil Co.) or Braycote No. 664S (mfd. by Bray Oil Co.) and apply to screw threads and V-groove of Q.A.D. clamp.
- (2) Install generator in Q.A.D. clamp on engine. Torque Q.A.D. clamp to 60 inch-pounds while moving end of generator back and forth. This will assure that no binding occurs. After torquing clamp to 60 inch-pounds, check space between ends of clamp; distance should be between 1/32 inch minimum to 9/32 inch maximum. The QAD clamp must be replaced if it does not meet end gap clearance requirements. Ensure steps B.(3) thru B.(7) are completed if a new Q.A.D. clamp assembly is installed. Safety wire bolt.
- (3) Before installing new Q.A.D. adapter assembly on engine, check that the three (3) screws attaching adapter plate to the adapter ring do not protrude above the mounting surface. Inspect Q.A.D. clamp for possible damage.
- (4) Check that Q.A.D. assembly slides freely over the gearbox studs and fits flat against gearbox.
- (5) Assure that gearbox housing, generator housing, adapter plate mounting surface, Q.A.D. clamp, and both splines are clean and free from foreign matter.
- (6) On Aircraft 35-002 thru 35-150 and 36-002 thru 36-036, install gasket on gearbox housing studs.
- (7) Install adapter assembly on gearbox housing and secure with attaching parts. Torque nuts 100 (± 5) inch-pounds plus drag torque.

CAUTION: ENSURE THAT BOTH SPLINES ARE CLEAN BEFORE APPLYING NEW GREASE. THIS WILL PREVENT CONTAMINATION OF NEW GREASE.

- (8) Remove tags and connect electrical wiring to generator.
- (9) Install generator cooling duct and secure with clamp.
- (10) Install and secure engine lower nacelle.
- (11) Connect aircraft batteries and secure tailcone access door.
- (12) Perform operational check of generator.

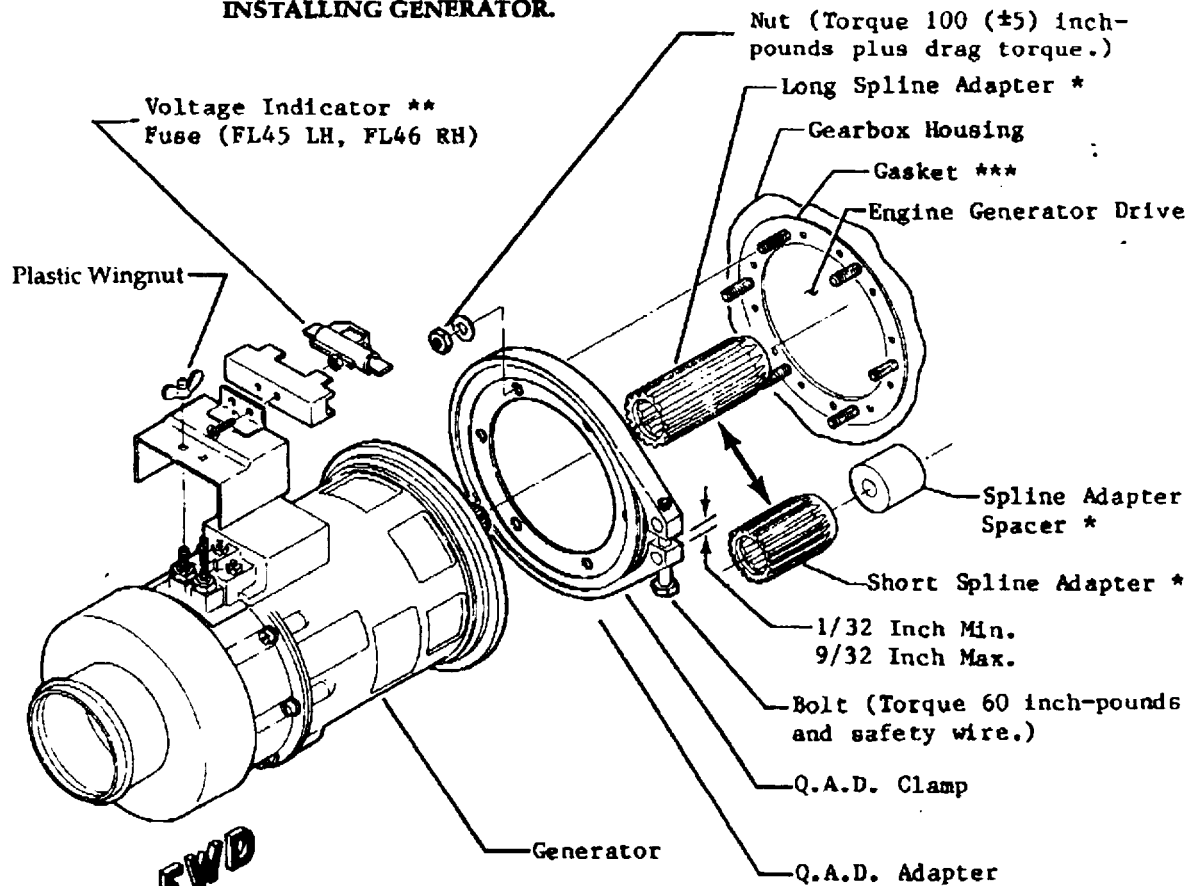
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CAUTION: ENSURE THAT LIMITERS (FL 45 AND FL 46), LIMITER HOLDER, COVER ASSEMBLY, WIRING, AND ATTACHING HARDWARE (ESPECIALLY PLASTIC WINGNUTS) ARE SECURE WHEN INSTALLING GENERATOR.



- * The spline adapter spacer is required with the short spline adapter. The long spline adapter, installed by AMK 78-8A or SSK 956, eliminates the need for a spacer.
- ** 35-002 thru 35-508 and 36-002 thru 36-053 not modified by AMK 85-1 "Electrical Power Distribution Improvement".
- *** Aircraft 35-002 thru 35-150, 35-671 and Subsequent; 36-002 thru 36-036, 36-064 and Subsequent.

Generator Installation
Figure 201

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STARTER - MAINTENANCE PRACTICES

1. Removal/Installation

NOTE: Removal and installation procedures for both starters are identical.

If an engine starter is removed from the aircraft and it is to be stored, the starter shall be drained of oil. Upon reinstallation, the starter shall be refilled with oil complying to Garrett AiResearch EMS 53110, Type II. (Refer to Engine Oil System, Chapter 12.)

A. Removal of Starter (See Figure 201.)

- (1) Lower tailcone access door.
- (2) Remove electrical power from aircraft.
- (3) Remove lower engine cowl.
- (4) Disconnect and identify wiring from starter.

NOTE: Effective Aircraft 35-103 and Subsequent and 36-030 and Subsequent, ID tags are incorporated to identify starter wiring.

- (5) Loosen attaching parts and remove starter and gasket from engine.
- (6) Inspect starter drive jaw and jaw coupling assembly. Replace if teeth are not within allowable tolerance. (Refer to Inspection/Check.)
- (7) If required, drain starter oil.

B. Installation Starter (See Figure 201.)

- (1) If required, fill starter with oil complying to Garrett AiResearch EMS 53110, Type II. (Refer to Engine Oil System, Chapter 12.) Fill until level with oil filler port (approximately 50 cc with filler port parallel to horizontal plane). Install oil fill plug and safety.
- (2) Install gasket and starter on engine.
- (3) Secure starter with attaching parts. Torque nuts 95 to 105 inch-pounds plus drag torque.

CAUTION: INSTALL STARTER LEADS SO THAT MAXIMUM CLEARANCE IS MAINTAINED BETWEEN STARTER LEAD TERMINAL SHANK AND STARTER HOUSING. TERMINAL SHANK CONTACTING STARTER HOUSING DURING STARTER OPERATION WILL RESULT IN STARTER DAMAGE.

- (4) Identify and connect electrical wiring.
- (5) Restore electrical power to aircraft.
- (6) Perform operational test of starter. (Refer to Adjustment/Test.)
- (7) Install lower engine cowl.
- (8) Secure tailcone access door.

2. Adjustment/Test

A. Operational Test of Starter

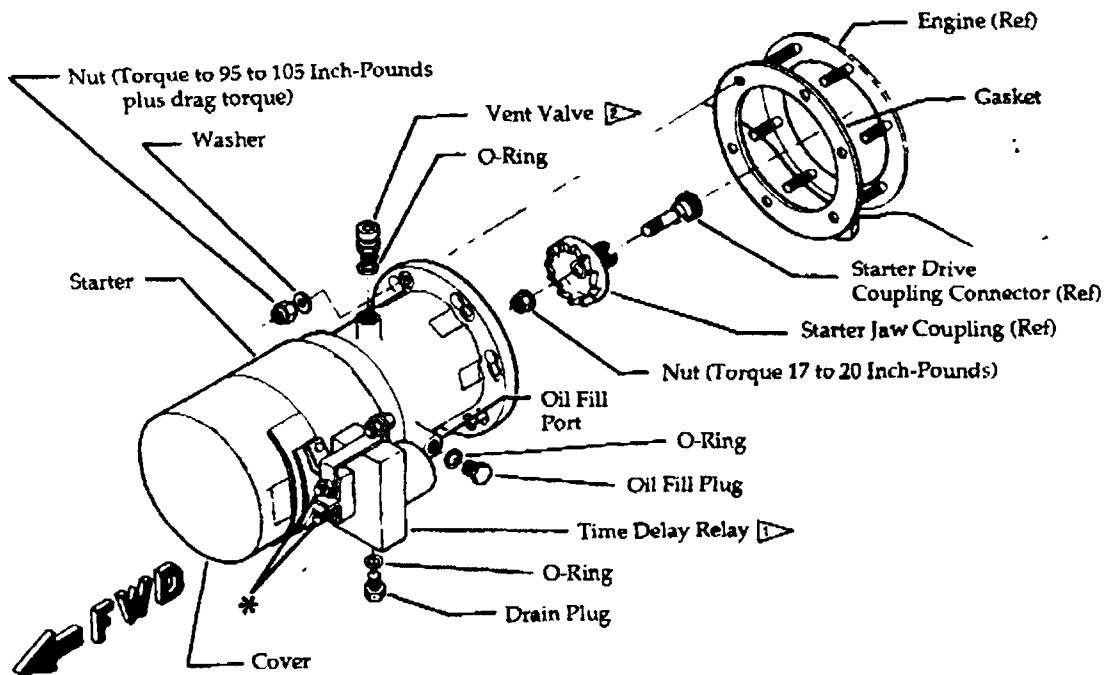
- (1) Connect external electrical power source to aircraft.
- (2) Set Battery Switches to BAT 1 and BAT 2.
- (3) Set applicable Starter-Generator Switch to START. On Aircraft 35-370, 35-390 and Subsequent, 36-048 and Subsequent, and prior aircraft modified per AMK 80-17, "Installation of Current Limiter Warning and Starter Indicator Lights," or AAK 81-1, "Installation of Starter Secondary Electrical Contactors," observe illumination of START L or START R light adjacent to switch.

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- 1 Time Delay Relay effective 35-068 and Subsequent; 36-018 and Subsequent.
- 2 On aircraft equipped with (P/N 6608268-6) starters, a plug is installed in place of the vent valve.

* Measure starting voltage between these two points. On aircraft without time delay relay on starter, connect to + and - terminals.

Starter Installation
Figure 201

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NOTE: On Aircraft modified per AMK 80-17, "Installation of Current Limiter Warning and Starter Indicator Lights," or AAK 81-1, "Installation of Starter Secondary Electrical Contactors," the start indicator lights may be installed on the instrument panel and are placarded STARTER LH ENGAGED and STARTER RH ENGAGED.

- (4) Monitor engine rpm; at 8% to 10% rpm, set Starter-Generator Switch to OFF.
 - (5) Set Battery Switches off.
 - (6) Disconnect external electrical power source from aircraft.
- B. Functional Test of Starter Resistor Circuit

NOTE: Perform functional test of starter resistor circuit in accordance with the current inspection interval specified in Chapter 5.

- (1) Connect external electrical power source to aircraft.
- (2) Remove engine lower nacelle cover.
- (3) Connect voltmeter to starter motor terminals. On Aircraft 35-068 and Subsequent, 36-018 and Subsequent, and prior aircraft modified per AAK 86-4, "Engine Starter Improvement," the starter motor incorporates three terminals. The positive terminal is marked and the negative motor terminal has a cotter pin in the stud. Ensure that voltmeter is connected to these terminals. (See Figure 201.)
- (4) Set Battery Switches to BAT 1 and BAT 2.
- (5) Set L Starter-Generator Switch to START and monitor initial starting voltage.
- (6) Initial starting voltage, after starter engagement, will range from 10 to 14 vdc.
- (7) After approximately 1.5 seconds, starting voltage will display a stepped increase to a point ranging from 18-20 vdc, and then continues to slowly increase.
- (8) After starter engagement, if initial starting voltage is greater than 14 vdc when the Starter-Generator Switch is set to START, the starter resistor, starter-resistor cutout or the resistor cutout relay is defective. Defective components shall be replaced.

NOTE: On Aircraft 35-068 and Subsequent, 36-018 and Subsequent, and prior aircraft modified per AAK 86-4, "Engine Starter Improvement," the starter resistor circuit is an integral part of the starter. If defective, the starter must be returned to factory for overhaul.

- (9) Repeat steps 2.B.(5) thru 2.B.(8) utilizing the R Starter-Generator Switch.
- (10) Restore aircraft to normal.

3. Inspection/Check

A. Inspect Starter Brushes

NOTE: Inspect starter brushes in accordance with the current inspection interval specified in Chapter 5.

- (1) Remove starter from engine per procedures outlined in steps 1.A.
 - (2) Remove screws securing starter cover to starter and using a phenolic block, lightly tap off cover.
 - (3) Inspect brushes for wear by checking diagonal line on brush. If line is visible, brushes are serviceable.
 - (4) Install starter on engine per procedure outlined in steps 1.B.
- B. Inspect Starter Drive Jaw and Starter Jaw Coupling Assemblies (See Figure 202.)

NOTE: Inspect starter drive jaw and jaw coupling assemblies in accordance with the current inspection interval specified in Chapter 5.

- (1) Remove starter from engine.

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