

**Legacy Air Inc. Time line of events  
For aircraft N60RK  
Beechcraft B60 Duke S/N P-79**

**April 8<sup>th</sup>-17<sup>th</sup>**

The Aircraft was already in hanger being worked on by Freedom Air Avionics when Legacy started the installation of the Electronics International CGR-30P on April 8. Legacy Air had two A&P technicians, both IA's on the project. Our techs fully opened up all associated wing and wing root panels to facilitate installation of all wiring, probes, EDC boxes and sensors.

We studied the EI installation manual and associated paperwork and laid out all wires, probes, sensors, and EDC boxes to get a general idea of what and where everything was going to be mounted and installed. We started the installation of probes, EDC boxes and wires. Rick from Legacy contacted Tom and informed him that the instructions stated that all flammable lines should be replaced. Tom elected to "replace the lines in house to save money once the aircraft returns home".

We routed wires through the wing roots and penetrated into the cabin through existing wire pass Through locations. We terminated all existing engine instrumentation wires at firewall canon plugs by clipping wires and installing individual caps and or shrink wrapped each wire being terminated. We ordered and installed two new fluid hoses that were required. One was an oil hose installed on the right engine for original Hobbs meter. The other hose was a fuel hose that we had to install to lengthen the original fuel line via a union so that we could utilize the same mounting locations for the fuel flow transducers. This was only required on the right engine because of the air conditioning compressor.

We pro-sealed the fuselage area where wires passed through to the GDC units. Finalized all wiring and secured wire bundles with zip ties and Adel clamps as needed. After this, we pulled the aircraft out of the hangar for the initial run up and leak check of fuel and oil connections.

We found one small oil leak on the left engine oil pressure transducer. We retorqued the oil line to the transducer. Performed another engine run up to verify all gauges and temp indicators were functioning. Shut aircraft down and inspected for leaks. No leaks were noted.

We then performed a third and final runup to full power settings to check that all gauges and sensors were working and engine instrumentation limits were configured correctly. After this, the aircraft was again fully looked over for any fuel or oil leaks. No leaks were noted.

Log book entries and FAA Form 337 filled out and completed. Aircraft was handed back over to Freedom Air Avionics to finish up their installation.

**April 30<sup>th</sup>** Aircraft was tied down on our ramp to be picked up.

April 18, 2019

N60RK

Hobbs: 000.0

1. Installed Electronics International STC SA02283SE Primary Glass Panel Engine Monitors I/A/W installation manual II 02151301 dated 05/08/2018. See FAA Form 337 dated this date, Weight and balance and equipment list updated. ICA sheet inserted into POH. Run up and leak check good.

My signature constitutes approval for return to service of this aircraft ONLY FOR THE WORK I HAVE PERFORMED. I have not performed nor been authorized to perform any inspection of this aircraft nor have I reviewed or been authorized to review the maintenance records, including Part 39 compliance.



Legacy Air, Inc

[Redacted]  
Broomfield, CO 80021  
[Redacted]

Curt Lee Power  
[Redacted]

April 18, 2019

N60RK

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