

#3

The Standard
AIRCRAFT LOG

ASA-SA-2

Notes

This aircraft log has been originated on 2-27-2004.

**Tom's Aircraft
Maintenance Inc**

Phone 1-562-426-5331

FAX 1-562-426 1052

2641 E Spring Street * Long Beach Int'l Airport *Long Beach, CA 90806

N502JJ DATE 12/4/2004 HOBBS 496.4 SO# 04-13715

Installed overhauled propellers, RH PN# 3AF2C93-NR , SN# 798946 and LH PN# 3AF32C505, SN# 851458. CW MEB88-5R1 nose trunion insp, no cracks at this time. Next due Hobbs 1496.4. CW AD2000-01-16 as per parts b, c, d, e and g. Next due Hobbs 546.4. CW AD76-02-07ATL insp. Next due Hobbs 596.4. CW AD84-26-02 by installing new air filters. Next due Hobbs 896.4. CW AD96-20-07b heater insp all test passed. Next due 12/4/2006. CW AD2001-17-13 regulator insp, no leaks at this time. CW AD77-13-22r1 case insp. No leaks at this time. Next due 12/4/2005. Replaced lower nose strut seals and serviced. Complied with 500hr insp on three mags and overhauled one mag. CW MEB99-13 engine beam insp. Installed SK414-21 on the RH engine inboard and outboard beams, LH engine inboard beam. Removed and replaced the rudder trim and elevator trim actuators for overhaul. Swung the compass. Ran the aircraft. All systems Opps checked good. This aircraft is approved for return to service.

FRANCIS SALISBURY FAA REPAIR STATION VTMR569K

YEAR:

TOTAL
TIME IN
SERVICE

Current Weight and Balance Information

Tom's Aircraft

Phone 1-562-426-5331

Maintenance Inc

FAX 1-562-426 1052

2641 E Spring Street * Long Beach Int'l Airport *Long Beach, CA 90806

N502JJ

HOBBS 469.4 TOTAL TIME 3913.3

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. ALL DETAILS OF THIS INSPECTION ARE ON FILE AT THIS FACILITY UNDER WORK ORDER# 04-13715 DATED 12/4/2004.

AUTHORIZED SIGNATURE _____
FAA REPAIR STATION# VTMR569K

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

Airframe Log Entry

Date: 11/20/06

Tail # 502JJ

S/N 414-0061

HOBB'S 528.2

AFTT

AFTC

Left Engine

TT

TC

TSHSI

TSOH

Right Engine

TT

TC

TSHSI

TSOH

**Championship
Aviation**

"Your Personal Flight Department"



1. Replaced main battery with new P/N G246 S/N G02274296.
2. Serviced tires.

[Handwritten Signature]

Kris Kohl A&P568310242IA

Date	TACH	AFTT	ESN	SMOH	PSN	PSO	WO#
05-04-07	542.1						2987

INSTALLED OVERHAULED EXCHANGE FLAP MOTOR GEARBOX 5115237-16 OVERHAULED BY THE AVIATION GROUP WO# 25227. INSTALLED OVERHAULED EXCHANGE FLAP MOTOR 9910055-1 S/N 5286 OVERHAULED BY AERO SPACE CONTROLS CORP WO# SO22970. INSTALLED NEW RIGHT HAND FLAP EXTEND CABLE 5000008-4. RIGGED FLAP SYSTEM AND LIMIT SWITCHES. INSTALLED NEW FUSELAGE SEAL S11K3R AND ASSOCIATED CLIPS. GROUND RUN AND ALL OPERATIONAL CHECKS NORMAL GREENWOOD AVIATION.

[Handwritten Signature]
JEFFERY M. SCHAFER AP310882921

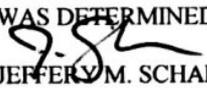
Date	HOBBS	AFTT	ESN	SMOH	PSN	PSO	WO#
07-25-07	547.6	3964.5		L1125.6 R1125.6		L51.2 R00.0	2989

YEAR:

DATE

PERFORMED ANNUAL INSPECTION IAW CESSNA INSPECTION GUIDE AND FAR 43 APPENDIX D.
 C/W AD76-02-07 INSPECTED ALTERNATOR BEARINGS NO DEFECTS NEXT DUE 647.6 HOBBS.
 C/W AD76-13-07 INSTALLED NEW FORK BOLTS 5243518-3 NEXT DUE REPLACEMENT 5964.5 AFTT.
 C/W AD89-24-01R1 DISASSEMBLED SCAVENGE PUMP GEARS AND INSPECTED PER MSB90-6 NO DEFECTS
 C/W AD00-01-16 INSPECTED EXHAUST SYSTEMS PER PARAGRAPHS B, C, AND E NEXT DUE 597.6 HOBBS.
 C/W AD04-21-05 HEATER DECAY/PRESSURE SWITCH TEST NEXT DUE 07/09 OR 1012.5 HEATER HOBBS.
 C/W AD04-25-16R1 HEATER FUEL VALVE INSPECTION NO LEAKS DUE 647.6 HOBBS OR ANNUAL.
 C/W AD05-01-19 GTX330 SOFTWARE UPGRADE SEE MUNCIE AVIATION WO#F2347. NO FURTHER ACTION
 C/W AD05-20-25 INSTALLED NEW AVIONICS BREAKER SWITCH DATE CODE 0633 NO FURTHER ACTION.
 C/W FAR91-207D(1-4) OPS CHECK AND INSPECTION OF ELT NORMAL DUE 12 CALENDER MONTHS.
 INSTALLED NEW ELT BATTERY BP-1030 NEXT DUE REPLACEMENT APRIL OF 2009.
 REINSTALLED OXYGEN BOTTLE FOLLOWING HYDROTEST BY SAFETECH NEXT DUE 07/2012.
 REPAIRED WIRING AT RIGHT TACH GENERATOR PLUG. REINSTALLED LEFT AND RIGHT 3 IN 1 ENGINE
 GAUGES FOLLOWING REPAIR AND CALIBRATION BY RUDY AIRCRAFT INSTRUMENTS WO#'S 34801 AND
 34996. INSTALLED NEW HOSE 193000-4D0120 AT LOWER RIGHT COWL. INSTALLED AND RIGGED NEW
 LEFT OB FLAP CONTROL ROD 5654012-4. INSTALLED NEW LEFT AND RIGHT TIRES 6.50X10 8 PLY
 GOODYEAR FLIGHT CUSTOM III. REPLACED LEFT OUTER WHEEL HALF 162-01700 AND BEARING 07100.
 INSTALLED SERVICEABLE FUEL BOWL AT LEFT WING 2682214. REPLACED MISSING AND LOOSE RIVETS
 OB OF LEFT GEAR DOOR AND IB CORNER OF LEFT NACELLE. INSTALLED PMA FUEL BLADDER AT
 WING LOCKER TANK 9910304-2. INSTALLED PMA PNEUMATIC DEICE BOOTS (ICESHIELD) AT LEFT AND
 RIGHT HORIZONTAL STAB AND VERTICAL STAB. ALL NEW PNEUMATIC LINES AND TUBING USED AT
 EMPENNAGE. INSTALLED SERVICEABLE NLG FENDER 5042022-9. INSTALLED NEW LEFT MAIN FUEL
 TANK BULKHEAD 0823400-75. REINSTALLED LEFT ELEVATOR FOLLOWING REPAIR BY WILLIAMS
 AIRMOTIVE WO# 010589. INSTALLED NEW FORK BOLT CLEVIS LEFT AND RIGHT AN25-16. INSTALLED
 NEW DOWN LOCK SPRING AT LEFT GEAR 5041005-1. INSTALLED NEW NUTPLATE AND SEALED LEFT
 MAIN TANK. JACKED AIRCRAFT AND PERFORMED GEAR RETRACTION AND EMERGENCY EXTENSION
 CHECKS ALL NORMAL. GROUND RUN AND ALL OPERATIONAL CHECKS NORMAL GREENWOOD
 AVIATION.

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND
 WAS DETERMINED TO BE IN AIRWORTHY CONDITION.


 JEFFERY M. SCHAFER AP3108829211A

ions
of
es.)

*******MUNCIE AVIATION*******

Replaced Pilots Altimeter and leak
checked static system good.
Repaired marker light assembly.
Repaired H.S.I. connector.

MID-CONTINENT INSTRUMENTS

Altimeter Scale
Correction Card

Altimeter S/N 98109
Part No. 5934PM-1A-86

Reference Altitude in Ft.	Altimeter Reads	Reference Altitude in Ft.	Altimeter Reads
-1000	-1,005	14000	13,965
0	-20	15000	14,990
500	485	16000	16,020
1000	985	18000	18,015
1500	1,505	20000	20,015
2000	2,020	22000	22,000
3000	3,015	25000	24,975
4000	4,005	30000	30,085
5000	5,010	35000	35,200
6000	6,015	40000	
8000	8,005	45000	
10000	9,975	50000	
12000	11,965		

Tested By: KF # 744 Inspector: RSD Date: 7/27/07

MID-CONTINENT INSTRUMENT CO. INC.
9400 E. 34th St. North
Wichita, KS 67226 USA
Tel 800-821-1212 • 316-630-0101
FAA Repair Station # OL2R061L

MID-CONTINENT INSTRUMENTS WEST
16320 Stagg Street
Van Nuys, CA 91406 USA
Tel 800-345-7599 • 818-786-0300
FAA Repair Station # OL2D061L

YEAR:	RECOI TACH TIME
DATE	

NSN 0007-00-012-9005

23. Date (m/d/y): 7-27-07

21. Approval/Certificate No.: NE5D064N

Service: Other regulations specified in Block 13
specified in Block 13, the work identified in Block 12 and
omplished in accordance with Title 14, Code of Federal
Aspect to that work, the items are approved for return to service.

ecified in block 12/13 was
5, and in respect to that work
considered ready for release
Certificate No. EASA 145.5230

Quantity: 1 Serial/Part Number: 30592

5. Work Order/Contract/Invoice Number: 45925

11. Serial/Part Number: 30592

12. Status/Work: REPAIR/TEST

3. Form Tracking Number: CATE TAG: 45925

NI 53566

YEAR:

AIRCRAFT MAINTENANCE LOGBOOK ENTRY

DATE

Date: 9/14/07

Registration: 502 JV

REMOVED NOZZ ACTUATOR VALVE GEAR# B-143 AND REPLACED WITH EXCHANGE UNIT SER# 3246. ALSO REPLACED RICH VALVE GEAR# 1542 WITH EXCHANGE UNIT GEAR# 3095 AND ART. CAN GEAR# P-185 WITH SER# X-99. A/P GROUND CHECKED NORMAL AFTER REPAIRS

Pertinent details of this repair are on file at this Repair Station under Work Order No.: 07-1494
The aircraft and/or component(s) identified above was repaired and inspected in accordance with current FAA regulations and, respective of work performed, found to be airworthy and approved for return to service.

[Signature]
For: Ron Collins Aviation Electronics CRS No. PG2R082L Phone: (270) 827-1161
2158 State Route 136W Henderson City-County Airport Henderson, KY. 42420



1059 A Avenue West
Freeman Field
Seymour, IN 47274

Log Entry: **Airframe**
Reg Num: **50211**
Total Time: _____

Date: **11-13-2007**
Tach: **713.80**
SMOH: _____

Replaced cabin entry door latch return spring with new spring P/N 5111520-4.

[Signature] **AP3153336.**

YEAR:	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				



1059 A Avenue West
Freeman Field
Seymour, IN 47274

Log Entry: **Airframe**
Reg Num: **502JJ**
Total Time: _____

Date: **12-19-2007**
Tach: **749.4**
SMOH: _____

At this time the following maintenance was performed in accordance with cessna service manuals :Replaced nose wheel tire with Air Hawk 600-6.00 6 ply tire.-----

-----End-----

[Signature] **AP3153336.**



1059 A Avenue West
Freeman Field
Seymour, IN 47274

Log Entry: **Airframe**
Reg Num: **502JJ**
Total Time: _____

Date: **02-14-2008**
Tach: **753.60**
SMOH: _____

At this time, the following maintenance was performed:

- WAAS upgrade to GNS 530 by sending unit out to Ron Collins Aviation and Electronics for the software upgrade.
- Removed GA 56 GPS antenna and replace with a GA-35 P/N AT575-93GW GPS antenna.
- Removed Garmin GTX 330 transponder S/N 84108151 and installed a Garmin GTX 327 transponder S/N 83708413 .
- See FAA Form 337 and Equipment List revision dated 02-14-2008 to reflect changes. Weight and Balance changes negligible.

[Signature] **AP3153336.**

YEAR: **SKYWARD AVIONICS**

1059 A Avenue West
Seymour, IN 47274
(812) 524-2818

A/C Make: **CESSNA**

Model: **414**

Serial No: **414-0061**

Reg. No: **502JJ**

Tach/Hobbs: **753.60**

Work Order: **627**

DATE C.R.S. #: **L10R989K**

#1 Altimeter Model: **NA** Serial: **NA**
#2 Altimeter Model: **NA** Serial: **NA**
#1 Encoder Model: **NA** Serial: **NA**
#2 Encoder Model: **NA** Serial: **NA**
#1 Transponder Model: **GTX 327** Serial: **83708413**
#2 Transponder Model: **NA** Serial: **NA**

I certify that the altimeter, static, and altitude reporting equipment system tests required by 14 CFR 91.411 have been performed and found to comply with the limits set in 14 CFR 43 Appendix E and F to _____ FT. Date: _____

Signature: _____ Skyward Avionics C.R.S. # L10R989K.

I certify that the transponder tests, required by 14 CFR 91.413 have been performed and found to comply with the limits set in 14 CFR 43 Appendix F.

Date: **02-14-2008**. Signature: *Andrew Ziegler* Skyward Avionics C.R.S. # L10R989K.

YEAR:	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				

MAKE: Cessna
MODEL: 414
S/N: 414-0061
REG. NO: 502JJ
WORK ORDER:
3171-02-2008



XN Air, LLC.
Repair Station No. FBMR485K
8125 W. Pilot Drive
Spokane, WA 99224
Phone: 509.455.5204

DATE: 3/14/2008
A/C TSN:
HOBBS: 777.9

Airframe Entries

Removed existing Shadin fuel flow indicator, p/n 910524 D s/n 7725, and installed JP Instruments FS-450M Twin fuel flow indicator in same location using the J. P. Instruments Fuel Flow Installation Manual Report #503 Rev B dated 3-14-1997 and conforms to STC SA00861SE. The FS-450 indicator, p/n 450000-P-M s/n 09727, conforms to TSO-C44b and is installed using existing fuel flow transmitters and harnesses. Interfaced JP Instruments FS-450 to existing Garmin GNS-530 to provide fuel flow information page on the GPS. The system was tested and ground checks normal. See 337 dated 3-14-2008 for further information.... Removed existing Garmin GTX-327 transponder, p/n 011-00490-00 s/n 83708413, and installed Garmin GTX-330 transponder, P/N 010-00230-01, S/N 84130348 and interfaced with existing GNS-530 to provide Traffic information (TIS). Programmed transponder and performed ground tests. Found transponder to comply with FAR 43 appendix F and correlation to comply with FAR 43 Appendix E(c).... Static system tested and found to leak leak at 550 Feet per Minute (FPM). Tightened and sealed all fittings in the system. Final leak check shows 60 FPM leak. (220 FPM allowed)... Removed Pilots Airspeed Indicator, p/n 8030B converted s/n 149936, and installed new Airspeed Indicator, P/N 8030B-168, S/N 196678. Removed Co-Pilots Airspeed Indicator, p/n 8030B.168 s/n 180319 and installed Airspeed Indicator, P/N 8030B168, S/N 196681. Repaired static leaks as necessary and performed static leak check. Static system is found to comply with FAR 43 appendix E(a)2.... Interfaced GNS-530 output to GPSMAP 496 input to transfer flight plan information into the GPSMAP 496.... Removed Stereo, Cabin Intercom and cabinette from behind pilots seat. Cables were bagged and secured.

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 3171-02-2008 Dated 3/14/2008

DATE: 3/14/2008

SIGNED: *Kelly Thompson*
Kelly Thompson
Certified Repair Station No. FBMR485K

Work Order: 3171-02-2008

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Blue Mountain Aircraft

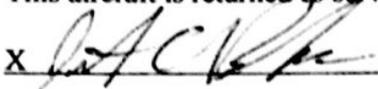
60223 Pierce Road, La Grande, OR, 97850
(541) 962-0902

Date: May 5, 2008
Hobbs: 791.5
Registration Number: N502JJ

Make: Cessna
Model: 414
Serial: 414-0061

> Replaced left alternator P/N: ALV 9510 with overhauled unit P/N: ALV 9510, S/N: 4E000582. Operational test normal.

This aircraft is returned to service.

X 

Justin C. Baker IA543081705

MAKE Cessna
MODEL 414
S/N 414-0061
REG NO 502JJ
WORK ORDER
3334-04-2008



XN Air, LLC.

Repair Station No. FBMR485K
8125 W Pilot Drive
Spokane, WA 99224
Phone: 509.455.5204

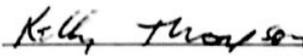
DATE: 4/12/2008
A/C TSN
HOBBS: 791.5

Airframe Entries

Opened KA-37 Audio Switch Panel, S/N 1072. Found wire strand across back connector. Cleaned contacts and potentiometers. Reinstalled unit and performed ops check on all functions. Could not duplicate intermittent audio.... Repaired frayed ground wire on right engine oil temperature probe. Ground check normal.... Tightened crimps on right engine #8 EGT probe. Alarm cleared. Replaced connectors on left engine #3 EGT.... Installed NAT AA83-001 S/N: 3709 and wired into existing IC system replacing original lost unit. Fabricated bracket for AA83-001 and installed unit behind Pilot seat. Ops check good.... Installed stereo jack beside ICS panel.

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 3334-04-2008 Dated 4/12/2008

DATE: 4/12/2008

SIGNED: 

Kelly Thompson
Certified Repair Station No. FBMR485K

Work Order: 3334-04-2008

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Logbook Entry

id Alterations
ate Number of
specific entries.)

Date 11/2/2007 Make Cessna N# 502JJ

Replaced **A/P** disconnect switch on pilots yoke and sys checks were normal.
The aircraft and/or appliance identified above was repaired and/or inspected in accordance with current FAA regulations and is approved for return to service for the work performed.



Pertinent details of this repair are on file at this Repair Station under Work Order **07-1860**

Louis A. Gaisser Cert #2254646

For: Ron Collins Aviation Electronics LLC 2158 State Route 136W, Henderson, KY, 42420
Phone (270)827-1161 FAX (270)827-1164 CRS No. PG2R082L
URL www.roncollinsaviation.com

MAKE: Cessna
MODEL: 414
SN: 414-0061
REG. NO: 502JJ
WORK ORDER:
3419-05-2008



XN Air, LLC.
Repair Station No. FBMR485K
8125 W. Pilot Drive
Spokane, WA 99224
Phone: 509.455.5204

DATE: 09 May, 2008
AC TSN:
HOBBS: 791.5

Airframe Entries

Removed and replaced left alternator gasket with new, reinstalled alternator, ground ran ops and leak check good.

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 3419-05-2008 Dated 13 May, 2008

DATE: 09 May, 2008

SIGNED: Richard A. Bybee
Richard A. Bybee, A&P: 3011621

Work Order: 3419-05-2008

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MAKE Cessna
MODEL 414
S/N 414-0061
REG NO 502JJ
WORK ORDER:
3567-07-2008



XN Air, LLC.
Repair Station No. FBMR485K
8125 W. Pilot Drive
Spokane, WA 99224
Phone: 509.455.5204

DATE: 11 July, 2008
A/C TSN:
HOBBS: 791.5

Ind Alterations
icate Number of
r specific entries.)

Airframe Entries

Adjusted HSI slaving accessory compensator to minimize heading error.... Connected Mini jack to GPSMAP 496 and wired into intercom system. Installed switch to select Music source between XM and Aux.... Phone jack behind pilot was wired for stereo operation as per aircraft placard. Rewired phone jack to allow both stereo and mono operation.... Connected music input to cabin intercom unit. Cabin music checks ok.

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 3567-07-2008 Dated 15 July, 2008

DATE: 11 July, 2008

SIGNED: *Kelly Thompson*

Work Order: 3567-07-2008

Kelly Thompson
Certified Repair Station No. FBMR485K

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Blue Mountain Aircraft

60223 Pierce Road, La Grande, OR, 97850
(541) 962-0902

Date: August 13, 2008 Tach: 4270.5

Registration Number: N502JJ

- > Complied with an annual inspection.
- > Removed and replaced left aux fuel bladder.

I certify this aircraft has been inspected in accordance with an **Annual inspection** and has been found to be in an airworthy condition.

X *Justin C Baker*

Justin C. Baker IA543081705

Pacific Coast Avionics Corp.
Certificated Repair Station OPXR455L
Radio Class I, II, Limited Radio III, Limited Airframe, Limited Instrument

22783 Airport Rd. NE
Aurora OR. 97002
(800) 353-0370

Aircraft Make: Cessna Model: 414 S/N: 414-0061 Registration: N502JJ Work Order: 7352 Hobbs: 791.5

Removed Cessna Navomatic 800B Autopilot and installed an S-TEC System 55X Two Axis Flight Control System with optional Auto Trim and ST-360 Altitude Preselect System in accordance with STC # SA8890SW-D.

The S-TEC autopilot has been interfaced to the previously existing King KI 525A which provides heading and course information to the autopilot and the previously installed GNS 530W which provided GPSS navigation information via ARINC 429 data format.

Installation of the S-TEC autopilot and optional accessories had been analyzed in accordance with 14 CFR 43 Appendix A paragraphs 1 and 4 and found to be a Major Alteration as defined in 14 CFR 1.1. Details of this alteration have been documented and filed via an FAA form 337 dated January 12, 2009.

Removed the King KA 455 Audio system with NAT AA80 crew and passenger intercoms and installed a PS Engineering PM8000B Audio Selector Panel with 6 place intercom. The new audio panel receives power from the avionics buss via a 5 ampere circuit breaker labeled "AUDIO" and is interfaced to the previously installed GNS 530W for Communication and Navigation audio interface in the #1 position, the previously installed King KY196A for Communication interface in the #2 position, and the Collins VIR 351 for Navigation audio interface in the #2 position. The installation of the PS Engineering audio panel was performed and tested in accordance with the PS Engineering PMA8000B Audio Selector Panel Installation Manual. An air gizmo handheld GPS docking station was installed using the OEM radio rack mounts to allow for docking of a portable handheld Garmin GPS unit.

The installation of the audio panel and air gizmo docking station was inspected in accordance with 14 CFR 43 Appendix A paragraphs 1 and 4 and found to be a Minor Alteration as defined by 14 CFR 1.1.

The aircraft weight and balance and flight manual have been updated to reflect the changes that have been made to the aircraft. A new electrical load analysis has been performed in accordance with AC 21-38 and the aircraft was found to be in compliance with 14 CFR 23.1351. The aircraft has been inspected in accordance with current federal aviation regulations and found ready for return to service. Details will be on file at Pacific Coast Avionics for 24 months under the name Jim Kopp, work order 7352.

Signature: Christopher Brand #3083970

1-12-2009
Date: 01/12/2009

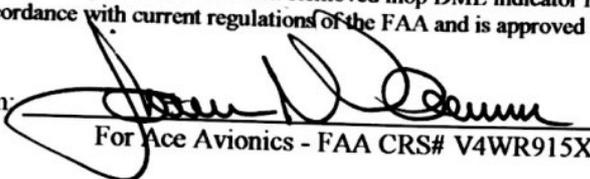
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ACE AVIONICS
60049 Smith Loop, La Grande, OR 97850 541-663-1676

DATE: 1/29/09 TACH: 4279.5

Removed faulty Co-Pilot side Altimeter for the purpose of sending off for repair. Sealed static system connections and tested aircraft Pitot/static system per 14 CFR 91.413 and was found to pass leak down test. Removed inop DME indicator for the purpose of sending off for repair. The aircraft has been serviced in accordance with current regulations of the FAA and is approved for return to service as per work the performed:

Return to Service Authorization:


For Ace Avionics - FAA CRS# V4WR915X

MAKE: Cessna
MODEL: 414
S/N: 414-0061
REG. NO: 502JJ
WORK ORDER:
3932-01-2009



XN Air, LLC.

Repair Station No. FBMR485K
8125 W. Pilot Drive
Spokane, WA 99224
Phone: 509.455.5204

DATE: 23 January, 2009
A/C TSN:
HOBBS: 791.5

Airframe Entries

Found 28 vdc power missing at DME receiver/transmitter. Troubleshoot DME power wire to cut behind instrument panel. Repaired DME power wire behind instrument panel. Verified power at DME receiver/transmitter. Verified DME and Nav radio wiring interconnect. Applied power to DME and still inop. Found internal fuse blown, replaced fuse and applied power. DME remained inop. DME internal fuse blown again. No further action taken at this time. DME remains placarded "inop" per 91.213(d).

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. "Pertinent details of the repair are on file at this repair station under Work Order No. 3932-01-2009 Dated 04 February, 2009

DATE: 23 January, 2009

SIGNED:



Work Order: 3932-01-2009

Kelly Thompson
Certified Repair Station No. FBMR485K

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Northstar Aircraft Maintenance
 5600 N Hwy 95, Bldg H100
 Lake Havasu City, AZ 86404
 Ph: (928) 764-1999

Date: 2/20/2009; Aircraft: N502JJ; Type: Cessna 414; S/N: 414-0061; Hobbs: 4279.50
 Shop Order #: HII-09-0099, Closed: 2/20/2009
 Installed overhauled transfer fuel pump P/N 4140-00-153, S/N 19132 in right wing. Installed new o-rings under fittings.
 Operational check normal. No leaks noted.

Brian K Love I.A. 3101038
 Brian K. Love



Northstar Aircraft Maintenance
 5600 N Hwy 95, Bldg H100
 Lake Havasu City, AZ 86404
 Ph: (928) 764-1999

Date: 2/20/2009; Aircraft: N502JJ; Type: Cessna 414; S/N: 414-0061; Hobbs: 4279.50
 Shop Order #: HII-09-0099
 Installed overhauled transfer fuel pump P/N 4140-00-153 in right wing. Installed new o-rings under fittings. Operational check normal. No leaks noted.

Brian K Love I.A. 3101038
 Brian K. Love

1. Approving National Aviation Authority's Country:		2. AUTHORIZED RELEASE CERTIFICATE		3. Form Tracking Number:	
FAA/UNITED STATES		FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		50781	
4. Organization Name and Address:					
Fleet Support Services, Inc., Monroe Airport, W4711 Hwy. 59, Monroe, WI 53566					
6. Item:	7. Description:	8. Part Number:	9. Eligibility:	10. Quantity:	11. Serial/Batch Number:
1	Fuel Pump 4140-00-153	N/A	N/A	1	19132 overhauled
13. Remarks:					
Overhauled/Repaired IAW attached W/O# 50781					
Certifies that the work specified in block 12/13 was carried out IAW EASA 145, and in respect to that work the aircraft component is considered ready for release under EASA Acceptance Certificate No. EASA 145.5230					
14. Certifies the items identified above were manufactured in conformity to:					
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input checked="" type="checkbox"/> Not approved design data specified in Block 13.					
15. Authorized Signature:	16. Approval Authorization No.:	17. Name (Typed or Printed):	18. Date (m/d/y):	19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service	20. Other regulations specified in Block 13
N/A	N/A	Rog Lumley	N/A	<input checked="" type="checkbox"/> Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
N/A	N/A	Roger Arens	N/A	20. Authorized Signature:	21. Approval Certificate No.:
					NE5D064N
				22. Date (m/d/y):	23. Date (m/d/y):
					8-8-08

AA Form 8130-3 (6-01) *Insulator must cross-check eligibility with applicable technical data. NSN 0002-0001-9005

March 13, 2009 N502JJ Hobbs 4279.5

1. Removed ships battery P/N G246 S/N G02412579 and installed S/N G02438385.

Regal Air
 10217 31st Ave W, C51C
 Paine Field, Everett, WA 98204


 Michael P. Ellis

A&P378846235

MAKE: Cessna
 MODEL: 414
 S/N: 414-0061
 REG. NO: 502JJ
 WORK ORDER:
 4140-04-2009



XN Air, LLC.
 8125 W. Pilot Drive
 Spokane, WA 99224
 Phone: 509.455.5204

DATE: 29 April, 2009
 A/C TSN:
 HOBBS: 4279.5

Airframe Entries

Removed battery from aircraft and charged. Checked specific gravity of fluid in each cell. Check OK. Performed Capacity check (passed) and top charged in accordance with Gill continued airworthiness program. Reinstalled.

Aircraft 502JJ and/or component(s) identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Regulations and is approved for return to service. *Pertinent details of the repair are on file at this agency under Work Order No. 4140-04-2009 Dated 30 April, 2009

DATE: 29 April, 2009

SIGNED:



Jon Rogers, A&P 539175456

Work Order: 4140-04-2009

Printed by EBis 3 (datcomedia.com)

YEAR:	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				

make: <u>LLI</u>		model: <u>5934</u>		s/n: <u>9B109</u>		
test alt. ft.	tol.	actual +or- ft.	friction	tol.	actual +or- ft.	case leak
-1000	20	0	1000	70	70	0
0	20	0	2000	70	30	hysteresis +or- ft.
500	20	0	3000	70	40	
1000	20	+5	6000	70	40	50/ 25
1500	25	+10	10000	80	50	40/ 25
2000	30	+70	16000	90	60	after effect
4000	35	+15	20000	100	60	tol + ft.
6000	40	+30	25000	120	60	25
8000	60	+15	30000	140	60	work order.
10000	80	0	35000	160	70	38096
12000	90	-70	40000	180		
14000	100	-10	45000	280		
16000	110	+15	baro scale check			date
18000	120	+40	tol. +or- ft. + scale error			
20000	130	+40	im.mg	mon.	actual	2-23-09
22000	140	+75	28.10	-1727	-1724	RUDY AIRCRAFT INST. INC.
25000	155	+10	28.50	-1340	-1336	
30000	180	-5	29.00	-863	-860	
35000	205	-25	29.50	-392	-388	
40000	230		29.92	.0	0	
45000	255		30.00	-71	+65	
50000	280		30.50	+531	+528	
owner:			31.00	+984	+120	

IONICS
e, OR 97850 541-663-1676

CFR 91.411 and was found to pass leak down test. Installed Repaired
by the FAA and is approved for return to service as per work the performed:

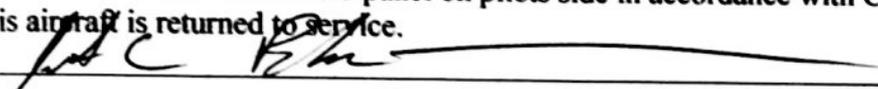
[Signature]
A CRS# V4WR915X

14-0061, TT: 4295.6, Date:08/16/09

with an annual inspection and has been found to be
Justin C. Baker IA543081705

N502JJ, Cessna, 414, S/N: 414-0061, TT: 4340.0, Date: 11/25/09

- > Removed right engine assembly (TSIO-520-J, S/N: 208174-70-J) and McCauley propeller (P/N: 3AF32C93NR, S/N: 745115).
 - > Installed RAM VI conversion kit in accordance with STC SA8424SW-D, STC SA8054SW-D, and STC SA4379SW-D. New aircraft gross weight: 6765 lbs.
 - > Installed TSIO-520-NB, S/N: 514534, TIS: 4583.0, SMOH: 0.0
 - > Installed new Hartzell propeller (P/N: PHC-C3YF-2UF, S/N: EB7059B) in accordance with RAM STC SA09971SC-D, TIS: 0.0, SMOH: 0.0
 - > Removed left engine assembly (TSIO-520-J, S/N: 208081-9-J) and McCauley propeller (P/N: 3AF32C505B, S/N: 851458).
 - > Installed RAM VI conversion kit in accordance with STC SA8424SW-D, STC SA8054SW-D, and STC SA4379SW-D. New aircraft gross weight: 6765 lbs.
 - > Installed TSIO-520-NB, S/N: 503229, TIS: 4081.7, SMOH: 0.0
 - > Installed new Hartzell propeller (P/N: PHC-C3YF-2UF, S/N: EB7062B) in accordance with RAM STC SA09971SC-D, TIS: 0.0, SMOH: 0.0
 - > Complied with AD 2000-01-06, "Exhaust system inspection / Overhaul" sections B,C,D,E,F, and G. Exhaust overhauled for both engines by Dawley Inc.
 - > Installed Heated windshield panel on pilots side in accordance with Cessna service kit SK310-114.
- This aircraft is returned to service.

X  Justin C. Baker IA543081705

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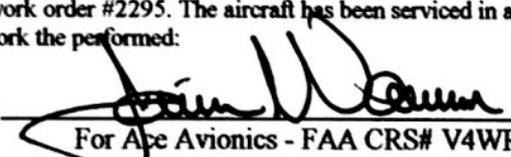


ACE AVIONICS 60048 Smith Loop, La Grande, OR 97850 541-663-1676

N502JJ DATE: 12/29/09 TACH: 4365.0

Troubleshoot and repair intermittent DME function. Ground tested DME system and found to function properly. Details of this work performed are on file at this repair station under work order #2295. The aircraft has been serviced in accordance with current regulations of the FAA and is approved for return to service as per work the performed:

Return to Service Authorization:

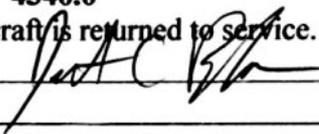

For Ace Avionics - FAA CRS# V4WR915X

N502JJ, Cessna, 414, S/N: 414-0061, Hobbs: 26.9 TT: 4366.9, Date: 3/26/10

- > Removed and replaced windshield inverter. Operational test normal.
- > Resealed left brake assembly (4 new packings MS28775-137). Leak test normal.
- > Installed new Hobbs hour meter preset to 26.9 hours (same as engine SMOH). Aircraft total time is

Hobbs + 4340.0

This aircraft is returned to service.

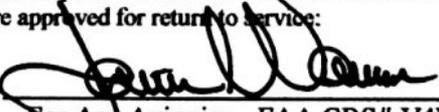
X  Justin C. Baker IA543081705



ACE AVIONICS 60048 Smith Loop, La Grande, OR 97850 541-663-1676

N502JJ DATE: 3/21/10 TACH: ~~4279.9~~ 4366.9 AS

Installed ADF KDF 805 receiver system which includes KDF805 Remote ADF Receiver and KA 135 matching assembly, KA42B ADF antenna, KNI580 Indicator and KFS580B ADF controller. Ground tested system. ADF systems appears to function correctly on ground. Flight tests will be required to verify proper operation during flight before ADF can be used in for IFR navigation. Refer to FAA Form 337 Dated 3/21/10 for details of installation. Details of the work performed are on file at this repair station under Work Order 2312. The aircraft Identified above were installed in accordance with current regulations of the FAA and are approved for return to service:

Return to Service Authorization as per work performed: 
For Ace Avionics - FAA CRS# V4WR915X

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ACE AVIONICS 60035 Blue Sky Drive, La Grande, OR 97850 541-663-1676

N249MD DATE: 06/16/10 TACH: 2819.8

Troubleshoot why NAV flag not pulling on HSI. Power wire to the NAV flag section of the HSI had been disconnected. NAV power wire was routed to the rear of the GNS530 (Nav power input) and ground testing indicates that the NAV flag functions are restored. Pertinent details of this installation are on file at this repair station under work order 2394. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed:

Return to Service Authorization:

For Ace Avionics - FAA CRS# V4WR915X

N502JJ,

Hobbs: 68.5,

TTAF: 4408.5

09/16/10

> Complied with an annual inspection.

I certify this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition. X

Justin C. Baker IA543081705



ACE AVIONICS 60035 Blue Sky Drive, La Grande, OR 97850 541-663-1676

N502JJ DATE: 09/14/10 Hobbs: 68.5

Installed Davtron 655 temperature probe and interfaced to Garmin GTX330 transponder. Configured GTX330 to read probe data. Ground tested all systems including GNS530 to verify it is now receiving serial temperature data from GTX330. It reads as TAT in GNS530. Pertinent details of this installation are on file at this repair station under work order 2470. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed:

Return to Service Authorization:

For Ace Avionics - FAA CRS# V4WR915X

YEAR:	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				

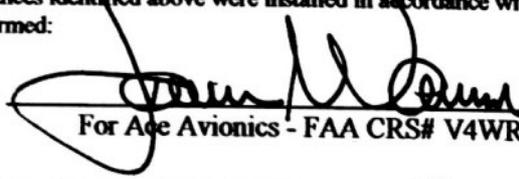


ACE AVIONICS 60035 Blue Sky Drive, La Grande, OR 97850 541-663-1676

N502JJ DATE: 10/19/10 Hobbs:

Removed GNS530W due to error message "VLOC needs service" and will be sent to Garmin for repair. Recorded all configuration data before removal. Installed loaner GNS530W (s/n 23801186) and configured unit the same as removed GNS530W. Ground tested all functions of GNS530W and unit was found to function normally. Pertinent details of the work performed is on file at this repair station under work order 2497. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed:

Return to Service Authorization:


For Ace Avionics - FAA CRS# V4WR915X

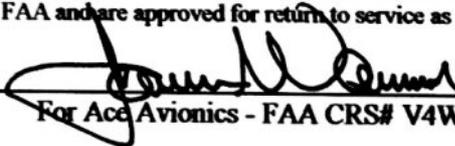


ACE AVIONICS 60035 Blue Sky Drive, La Grande, OR 97850 541-663-1676

N502JJ DATE: 10/19/10 Hobbs: 0072.8

Re-Installed Repaired GNS530W. Ground tested all functions of GNS530W and unit was found to function normally. Pertinent details of the work performed is on file at this repair station under work order 2497. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed:

Return to Service Authorization:


For Ace Avionics - FAA CRS# V4WR915X

YEAR:	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

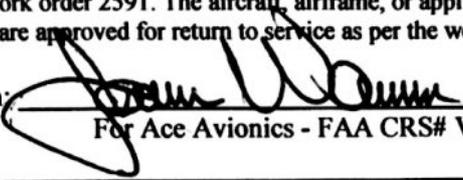


ACE AVIONICS 60035 Blue Sky Drive, La Grande, OR 97850 541-663-1676

N502JJ DATE: 8/11/11 Tach: 0152.1

KDF 805 ADF Receiver removed from aircraft and sent in for Repair. Unit returned and re-installed. Ground testing verifies proper function. Flight tests should be performed to verify proper operation before using ADF for IFR flight. Pertinent details of this installation are on file at this repair station under work order 2591. The aircraft, airframe, or appliances identified above were installed in accordance with current regulations of the FAA and are approved for return to service as per the work performed:

Return to Service Authorization:


For Ace Avionics - FAA CRS# V4WR915X

N502JJ

BLUE MOUNTAIN AIRCRAFT

(541) 663-6139

11/25/2011

TACH: N/A

HOBBS:

132.4

TTAF: 4472.4

- > Complied with an Annual inspection.
- > Replaced ELT battery, next due DEC/13
- > Complied with recurring AD 2000-01-16 parts b, c, and e.

I certify this AIRCRAFT has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition. X  Justin C. Baker IA543081705

N502JJ

BLUE MOUNTAIN AIRCRAFT
(541) 663-6139

12/1/2012

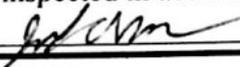
TACH: N/A

HOBBS:

194.2

TTAF: 4534.2

- > Complied with an Annual inspection.
- > Removed and replaced left main wheel assembly with servicable unit.
- > Repaired minor damage to ice shield on port fuselage nose.
- > Complied with recurring AD 2000-01-16 parts b, c, and e.

I certify this **AIRCRAFT** has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition. X  Justin C. Baker IA543081705

Pacific Coast Avionics

CRS OPXR455L

Registration: N502JJ

Make: Cessna

Model: 414

S/N: 414-0061

Tach: N/A

Hobbs: 219.2

Replaced Garmin GDU 620, S/N 165002181 with GDU 620, S/N 165001082. Performed System Software upgrade and tested system in accordance with Garmin G600 AML STC Installation Manual, P/N 190-00601-06.

The aircraft has been inspected in accordance with current federal aviation regulations and found to be airworthy with respect to the work performed. Details will be on file at Pacific Coast Avionics under Jim Kopp, work order 9736.

Signature: Christopher Brand

8/9/2012

Date: 08/09/2012

N502JJ

BLUE MOUNTAIN AIRCRAFT

(541) 663-6139

2/17/2017

TACH: N/A

HOBBS:

511.4

TTAF: 4851.4

- > Complied with an Annual inspection.
- > Removed defective ELT for replacement

I certify this AIRCRAFT has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition. X  Justin C. Baker IA543081705

1-23-18, HOBBS: 521.4

- COMPLIANT WITH AN ANNUAL INSPECTION
- REPLACED BOTH MAIN GEAR TIRES
- INSTALLED ACK 406 ELT

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN FOUND AIRWORTHY

 IA543081705 IA