

# INSPECTION RECORD

F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST

DATE

AIRCRAFT TIME  
IN SERVICE

SIGNATURE -- CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

Installed new right main fuel tank transfer pump p/n 6508091-1 - checked OK. Found cabin heater not working correctly - repaired wires as necessary. Installed new cabin heater hour meter reading zero. Inspected heater and operational checked OK. Inspected battery box - removed corrosion, cleaned and painted. Inspected ELT, operational checked OK, battery due change January 2002. Cleaned all fuel screens. Installed new orings on both fuel caps. Repaired cracks in cowling where necessary. Installed several placards where needed. Lubricated gear system. Cleaned, inspected and repacked all wheel bearings. Inspected all tires, wheels and brakes. Performed gear retraction test, all systems checked OK. Complied with AD Note 82-26-05 on rudder balance weight OK. Complied with AD Note 77-13-22 by inspection of each engine crankcase as directed, checked OK. Complied with AD Note 2000-01-16 Part B by inspection of each exhaust system as directed, checked OK. Washed each engine, final run up checked OK. *End-*

*A/F Vol II*

HORTON AVIONIC SERVICES N# N28913 MFG CESSNA MODEL 340  
2810 PERIMETER RD. STE. 103 S/N 340-0153 W.O. # 01-193 DATE 06/01/01  
N. LAS VEGAS, NV. 89030  
REPAIR STATION # YHSR284L HOBBS/TACH: 944.8 ACFT TOT      ENG TOT     

- 1) REMOVED GARMIN GNS-530 FROM CENTER RADIO RACK AT F.S. 96.
- 2) INSTALLED BENDIX KING KLN 90B GPS AND KX-155A COM/NAV AND KN 72 NAV CONVERTER IN SAME LOCATION.
- 3) THE INSTALLATION WAS DONE IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION MANUALS, 006-10542-0001 REVISION 1 DATED MAY 1999, 006-10521-0004 REVISION 4 DATED OCTOBER 1997, AND 006-0142-01 DATED JULY 1978.

HORTON AVIONIC SERVICES N# N28913 MFG CESSNA MODEL 340  
2810 PERIMETER RD. STE. 103 S/N 340-0153 W.O. # 01-193 DATE 06/01/01  
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- 4) THE INSTALLATION WAS ALSO DONE USING TO THE FAA ADVISORY CIRCULAR 43-13 1B PARAGRAPHS 4-4, 4-52, 4-55, 7-14, 7-17, 7-63, 7-64, 7-85, 7-86, 7-87, 10-1, 10-2, 10-6, 10-16, 10-19, 10-20, 11-1, 11-2, 11-8, 11-30, 11-31, 11-32, 11-33, 11-36, 11-37, 11-38, 11-47, 11-48, 11-49, 11-50, 11-51, 11-53, 11-54, 11-55, 11-56, 11-66, 11-76, 11-77, 11-85, 11-86, 11-87, 11-89, 11-96, 11-98, 11-100, 11-101, 11-103, 11-104, 11-105, 11-106, 11-107, 11-108, 11-115, 11-116, 11-117, 11-120, 11-121, 11-123, 11-124, 11-135, 11-136, 11-137, 11-139, 11-146, 11-147, 11-155, 11-156, 11-167, 11-185, 11-186, 11-187, 11-188, 11-230, 11-232, 11-235, 12-1, 12-8, 12-9, 12-10, 12-11, 12-14 AND 12-17. AS A GUIDE.

*APPROVED FOR RETURN TO SERVICE*

# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST  
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

TE	AIRCRAFT TIME IN SERVICE	SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE	DATE
		HORTON AVIONIC SERVICES N# <u>N28913</u> MFG. <u>CESSNA</u> MODEL <u>340</u> 2810 PERIMETER RD. STE. 103 S/N <u>340-0153</u> W.O. # <u>01-193</u> DATE <u>06/01/01</u> N. LAS VEGAS, NV. 89030 REPAIR STATION # YHSR284L HOBBS/TACH: <u>944.8</u> ACFT TOT: _____ ENG TOT: _____ HOBBS/TACH: _____ ACFT TOT: _____ ENG TOT: _____ 5) WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED. 6) TEFZEL WIRE WAS USED. 7) GPS PLACARD FOR VFR USE ONLY. 8) INTERFERENCE AND FUNCTIONS TEST AND INSPECTIONS WERE ACCOMPLISHED WITH REFERENCE TO ADVISORY CIRCULAR 20-138 AND MANUFACTURER'S INSTALLATION MANUAL. 9) FOR INSTRUCTIONS ON CONTINUED AIRWORTHINESS REFER TO MANUFACTURER'S INSTALLATION MANUAL. 10) _____ END	
		<div style="border: 1px solid black; padding: 5px; display: inline-block;">                         APPROVED FOR RETURN TO SERVICE <i>[Signature]</i> </div>	
			1)
			2)
			3)
			4)
			5)
			6)
			7)

HORTON  
2810  
N. LAS VEGAS  
REPAIR STATION

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N. LAS VEGAS  
REPAIR STATION

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HORTON AVIONIC SERVICES N# N28913 MFG. CESSNA MODEL 340  
2810 PERIMETER RD. STE. 103 S/N 340-0153 W.O.# 01-193 DATE 06/01/01  
N. LAS VEGAS, NV. 89030  
REPAIR STATION # YHSR284L HOBBS/TACH: 944.8 ACFT TOT      ENG TOT     

- 1) A FLIGHT TEST ON THE KING KLN 90B GPS SYSTEM PREVIOUSLY INSTALLED ON FORM 337, DATED 05/30/01, WAS PERFORMED AND PERFORMED SATISFACTORILY. THE FLIGHT TEST WAS DONE IN ACCORDANCE WITH 20-138.
- 2) A FLIGHT TEST ACCURACY CHECK WAS COMPLETED.
- 3) THE LATEST SOFTWARE UPDATE WAS INSTALLED.
- 4) PERFORMED GPS INSTALLATION CHECK AND INTERFERENCE TEST IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION AND CHECK-OUT MANUAL AND F.A.A. AC 20-138. ALL SYSTEMS CHECKED GOOD.
- 5) THE KING KLN 90B GPS IS APPROVED FOR IFR USE.

HORTON AVIONIC SERVICES N# N28913 MFG. CESSNA MODEL 340  
2810 PERIMETER RD. STE. 103 S/N 340-0153 W.O.# 01-193 DATE 06/01/01  
N. LAS VEGAS, NV. 89030  
REPAIR STATION # YHSR284L HOBBS/TACH: 944.8 ACFT TOT      ENG TOT     

- 6) THE KING KLN 90B FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT DATED 05/31/01 WAS INSTALLED IN THE AIRPLANE'S FLIGHT MANUAL.
- 7)      END

*APPROVED FOR RETURN TO SERVICE* *[Signature]*



# INSPECTION RECORD

## F.A.R. 43.11 - 91.217

KIND OF INSPECTION - STATUS & DISCREPANCY LIST  
SIGNATURE - CERT. NO. OF PERSON APPROVING OR DISSAPPROVING AIRCRAFT FOR SERVICE

DATE

AIRCRAFT TIME  
IN SERVICE

9-02-02

*I certify this aircraft has been inspected in accordance with an ANNUAL inspection all AD's checked to date and was found to be in airworthy condition at this time HOBBS 963.7 Charles Wayne Brown TT 2553.9 2028829 IA.*

**Mercury Air Center**  
110 South Hangar Dr.  
Jackson, MS 39208  
(601) 939-9366

### Aircraft Log Entry

**Reg No:** N28913      **Date:** 1/31/03

Performed required tests and inspections per FAR 91.411 and 91.413. Pilot's altimeter PN 42540-31288, SN 8099; Copilot's PN 5934-PA-1, SN 00931 removed, repaired, and reinstalled. KT-76 Transponder, SN 38367. Aircraft conforms to FAR Part 43 Appendix E, and F.

Pertinent details are on file at this office under shop order number: JAN-10913

Signed: *[Signature]*  
CRS#: MOQR197Y

Cessna 340  
N28913  
S/N 340-153

6-23-06  
Hobbs: 999.2

Total Time: 2590.1

C/W Heater Ad 81-09-09 Heater Decay test; C/W AD 77-13-22 by inspection of both engine crankcases; C/W AD 2000-01-16 by inspection of the exhaust system on both engines as prescribed in content of AD. C/W AD 74-12-01 by inspection of both alternators. Installed vortex generators STC(see FAA form 337 this date); removed both airspeed indicators for overhaul & remarking to comply w/VG installation, and reinstalled; installed new lower portion of taxi light harness, installed 2 new bracket air filter elements, installed new RH nacelle fuel bladder; removed O2 bottle and had it hydrostatic test performed & certified- reinstalled, installed new de-ice boots on left & right wing and on left & right horizontal stabilizers; installed new pressure/dump toggle switch in cabin control head; installed new bearing & races on nose wheel; performed landing gear retract & extension & emergency extension- checked ok cleaned and inspected & repacked all wheel bearing; serviced air conditioning W/3 12oz cans of r-130 Freon; lubed all pullies, control rod ends, bell cranks, washed A/C; test ran & leak checked ok; installed 2 new gill batteries. This aircraft has been inspected I/A/W an annual inspection and is approved for return to service.

  
James Nelson Beck  
A&P 427060724 IA

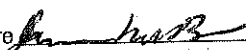
N28913

Aircraft Electromotive FAA CRS# TF4R542M

I certify that the Altimeter, Encoding and Static System test required by FAR 91.411 have been performed this date.

Alt S/N 8099 was tested to 25,000 Ft on 6-23-06

I certify that the Transponder test required by FAR 91.413 has been performed and found to comply KT 76  
Make & Model

Signature  Date: 6-23-06

AIRCRAFT LOG ENTRY LABEL

David Heath  
Owner

Heath Aviation,  
219 Airport Dr.  
Winona Airport  
WINONA, MS. 38967  
662-283-9833

CERTIFIED REPAIR  
STATION NO. HVDR337X  
HA FORM 101

I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY CFR 91.411 HAS BEEN PERFORMED THIS DATE. THE ALTIMETER MAKE, MODEL, & SN ARC, EA-401A, S/N 8099 THE ENCODER MAKE, MODEL, & SN Sandia, SAE5-35, S/N 5858 WERE TESTED TO 20,000 FT

SIGNATURE [Signature] DATE 01/11/07

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY CFR 91.413 HAS BEEN PERFORMED THIS DATE AND FOUND TO COMPLY. TRANSPONDER MAKE, MODEL, & SN Garmin, GTX330, S/N 84111963

SIGNATURE [Signature] DATE 01/11/07

WORK ORDER # 1885

Heath Aviation  
HVDR337X  
219 Airport Drive  
Winona, MS 38967

Phone: 662-283-9833 Fax: 662-283-4092

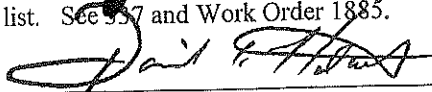
I CERTIFY THAT THE ALTIMETER, ENCODING SYSTEM AND STATIC SYSTEM TEST REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED THIS DATE. THE ALTIMETER MAKE ARC, MODEL EA-401A SN 8099 THE ENCODER MAKE Sandia MODEL SAE5-35 SN 5858 WERE TESTED TO 25,000 FT DATE 1-11-07

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED THIS DATE, AND FOUND TO COMPLY. TRANSPONDER MAKE Garmin MODEL GTX 330 SN 84111963 DATE 1-11-07

NAME	DATE	N	WORK ORDER
MAKE	PART NO.	SERIAL NO.	CHECKED BY
ALTITUDE PRESSURE & FRICTION TEST			
ALT FT	ALTYENC DIFFERENCE	FRCIN TEST	ALT ALTYENC DIFFERENCE
-1000	0	-10	XXXX 12000
0	0	10	XXXX 14000
500	0	0	XXXX 16000
1000	0	0	XXXX 18000
1500	0	0	XXXX 20000
2000	0	+20	XXXX 22000
3000	0	+20	XXXX 25000
4000	0	+30	XXXX 30000
5000	0	+30	XXXX 36000
6000	0	+30	XXXX 40000
8000	0	+20	XXXX 45000
10000	0	+20	XXXX 50000
BAROMETRIC SCALE ERROR			
ALTITUDE DIFFERENCE FT	ALTIMETER READS		
29.10	-1727	-720	
29.50	-1340	-1350	
29.00	-863	-850	
29.50	-382	-390	
29.92	0	0	
30.00	+531	1540	
30.00	+893	880	
30.00	+974	980	
TOLERANCES			
18,000 FT CASE LEAK TEST: -50			
HYSTERESIS TEST NO. 1(50%): 5			
HYSTERESIS TEST NO. 2(40%): 5			
AFTER EFFECT TEST: 0			
ENCODER PART NO.:			
ENCODER SERIAL NO.:			



01-08-2007 LOG BOOK ENTRY N28913 1012.0 hrs Work Order 1885  
Removed ARC RMI-24A Converter, KN73 Glideslope Receiver, KN77 VOR LOC  
Converter Mid-Continent DV-20B Dynaverter, ARC RT506A Rec-Transmitter, KN65A  
DME, KA39 Voltage Converter, Icom ICM45A VHF Marine Radio, PM2000 Intercom,  
MD41-328 GPS Annunciation Control Unit, KX175B NavCom, WX900 Display, Cessna  
Switching Panel, 5-PS Engineering Intercom Jacks, RMI Indicator, KI268 DME Indicator,  
and AM/FM Cassette & CD Player. Installed GMA340, S/N 96279691, GNS430,  
S/N 97138003, GA56, S/N 59427119, customer supplied GTX330, S/N 84111963, MX20T,  
S/N 260002251, customer supplied WX500, S/N 86890, NY163 Antenna, S/N 865598, customer  
supplied GDL69, S/N 4770418, XM Radio ID#: 91N60WA, customer supplied GA55, S/N 87500837,  
Sandia SAE5-35, S/N 5858, AK551 Light Dimmer, S/N 474342, and KI206, S/N 4865.  
Upgrade MX20T database to version 5.7 I.A.W. Garmin Service Bulletin No. 0541.  
Upgraded KLN90B database. Removed CA530FD, S/N 1433, C531A, S/N 223, S530A,  
S/N 774, PA500A, S/N 853, PA500A, S/N 418, and G-519FD, S/N 494 to Autopilots Central, Inc.  
for repair. See Autopilots Central, Inc. WO# SH07-13891. Aircraft will be reweighed by Jim Beck at  
the end of the upgrade project. See amended equipment list. See 957 and Work Order 1885.



David Heath  
Heath Aviation  
FAA CRS HVDR337X

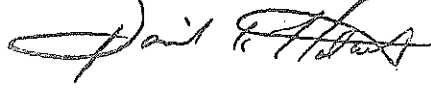
04-02-2007 LOG BOOK ENTRY N28913 0114.5 hrs Work Order 1956

Removed S530A Mode Selector, S/N 774 and sent to Autopilots Central, Inc. for repair.  
See Autopilots Central, Inc WO# SH07-14289.



David Heath  
Heath Aviation  
FAA CRS HVDR337X

Removed: LCD Clock and Inverter, Installed: 803-28V LCD Clock W/OAT & Voltmeter, S/N 11056, MD26-28V Inverter, S/N e07-10439. Weight and balance change negligible.



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David Heath  
Heath Aviation  
FAA CRS HVDR337X

Air Services, LLC  
110 S. Hangar Dr  
JACKSON, MS 39208  
CRS MOQR197Y

N28913

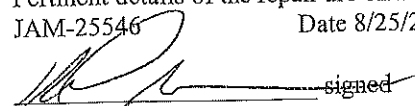
SN 340-0153

Hobbs 1037.4

ACT 2028.3

Completed annual inspection IAW Cessna 340 / 340A Inspection Form. Airworthiness Directives are current. Provided the customer with a list of discrepancies. 12 quarts Phillips 20W50 oil with CH48108-1 filter used with each engine. The engines and propellers were inspected as per the manufacturer's checklists.

The aircraft, airframe, aircraft engine, appliance 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 shop order no. JAM-25546 Date 8/25/2007.

 signed  
Michael Noles  
CRS MOQR197Y

### MAINTENANCE RELEASE

This certifies that this interior or item was reupholstered or repaired to meet or exceed FAR 23.853 and is released for approval to return to service. The details of his repair are on file at this agency under work order # 104.

Aircraft: Cessna 340

N# N28913

Work Order No. 104

Signed Shannon Earls Date 10-29-07

Aircraft Interiors of Batesville, LLC.

FAA Repair Station No. N/A

441 James Rudd Drive

Batesville, MS 38606

AIB 119

Trinity Aviation Services  
110 S. Hangar Dr  
JACKSON, MS 39208  
CRS 31TR973Y

01/1/2008


Hobbs Time: 1037.4

SN 340-0153

N28913

Secured and lubed cowlf flaps - both engines.  
Replaced miscellaneous damaged hardware in both engine nacelles.  
Repaired leaks at both engine wastegates.  
Removed and reinstalled both engine induction lines.  
Ringed right engine # 3 cylinder.  
Replaced push rod o-rings for the right engine #3 cylinder.  
Replaced engine fuel and oil hoses on both engines due to age.  
Replaced right hand gear retract rod boot.  
Repaired nose gear wheel fairing.  
Replaced left and right pressurization dump o-rings.  
Completed the tailpipe inspection as per MM.  
Completed the pressure check on the exhaust as per the MM.  
Completed the visual inspection on the exhaust.  
Completed the 1000 hour - 3-year gear tube.  
Replaced bad static wics.  
Replaced the cabin door cables.  
Replaced the vertical fin device boot.  
Rigged the pressure heat valves.  
Replaced the right hand gear door rod end.  
Repaired cracks in right and left wing ribs as per AD  
Replaced the left hand spinner.  
Reset the valves in the #2 cylinder on the right engine.  
Replaced the # 4 cylinder on the right engine with OHC unit.  
Horizontal stabilizer appears to be loose - replaced and torque hardware mounting stab. IAWA MM.  
Replaced aux transfer pumps - time change.  
Replaced the O2 regulator.  
Replaced left WOW switch. Checks normal.  
Replaced ELT Battery - TESTS IAW FAR  
Completed the Type A wing stub inspection.  
Completed the Type B Fuselage inspection.  
Replaced brake cylinder o-rings on right brake.  
Replaced the main tires with new. Goodyear PN 650c86-3.  
Cleaned fuel injectors both engines.  
Relamped strobe lamp. Relamped right nav light.  
Replaced heater fuel filter bowl, gasket and filter.  
Replaced multiple sump drains.  
Replaced dimmer switches and rewired post lights on pilot's instrument panel.  
Rigged engines. Rigged Vacuum system. Replaced vacuum shuttle valve.  
Turbochargers overhauled.  
Replaced left alternator sending unit.  
C/W AD 82-26-05.  
Replaced cabin pressurization altimeter.

The aircraft, airframe, aircraft engine, appliance 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 Shop Order No. 20112, dated 1/1/08.

 signed  
Michael Noles  
CRS 31TR973Y

Trinity Aviation Services  
110 S. Hangar Dr  
JACKSON, MS 39208  
CRS 31TR973Y

12/5/08

Hobbs Time: 0055.7

N28913 SN 340-0153

Completed with the Annual Inspection IAW Cessna Checklist. A list of discrepancies has been provided to the owner. All AD's have been complied with up to this date. Oil and filter changed. Oil is Phillips XC 20W50. Should be serviced each 50 hours. Lube wastegate at every 50 hours.

**Airworthiness Directives Complied With:**

- AD 2000-01-16 para B - Completed visual inspection of the tailpipe inspection as per AD. Due 12/2009
- AD 2000-01-16 para C - Completed the teardown tailpipe inspection as per AD. Due 12/2009
- AD 78-13-05 complied with. No repetitive action.
- AD 97-01-13 complied with. No repetitive action.
- AD 77-13-22 Complied with. Due - Hobbs 0155.7
- AD 78-06-01 Complied with. No repetitive action.
- AD 93-16-15 complied with. No repetitive action.
- AD 97-26-17C - Complied with at conversion to RAM.
- AD 76-02-07 - Right engine completed.

**Repairs Completed:**

- Landing gear rebuilt as per the Cessna 340 MM using new bushings, bearings and hardware as required. Gear swing accomplished. Completed the 1000 hour - 3year gear lube.
- Replaced the # 5 cylinder on the right engine with OHC unit.
- Replaced right aux transfer pumps - unit failed - SN 36820 installed.
- Replaced the Turn and bank with a serviceable unit, PN 1394T100.
- Repaired leaks at both engine wastegates.
- Completed the Type A wing stub inspection.
- Completed the Type B Fuselage inspection.
- Cleaned fuel injectors both engines.
- Replaced the right hand aileron push pull tube rod end with new.
- Repaired copilot's beauty panel.
- Installed Rosen Sum Visors as per STC SA5137NM.

The aircraft, airframe, aircraft engine, appliance 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 Shop Order No. 20653, dated 12/5/2008.


signed

Michael Noles  
CRS 31TR973Y

Trinity Aviation Services  
110 S. Hangar Dr  
JACKSON, MS 39208  
CRS 31TR973Y

N28913 SN 340-0153 Hobbs Time: 0055.7 12/5/08  
Repaired Glareshield covering. Repaired jacks in passenger compartment. Fabricated a new static source panel. Remounted the circuit breaker panel. Repaired the door cable covers. Reattached the shoulder seatbelt harness. Removed carpet from relief tube access door and remounted so that the door would open. Cleaned glue marks from interior from original interior installation. Remounted the cabin compartment side panel for fit. Repaired the seat armrests in cabin. Refit emergency exit door.

The aircraft, airframe, aircraft engine, appliance 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 Shop Order No. 20677, dated 12/5/08.

 signed  
Michael Noles  
CRS 31TR973Y

N28913

5-13-09

HOBBS: 0081.1

REPLACED RIGHT AND LEFT MAIN GEAR TIRES AND TUBES WITH 650 X 10  
8 PLY GOODYEAR FL.111. REPLACED RIGHT AND LEFT BRAKE LININGS P.N.  
066-03300. REPLACED 11 EA. LINING RETAINING PINS P.N. 177-03300. REPLACED  
2 EA. GE327 BULBS. REPLACED 1 EA. LM29749 BEARING RIGHT WHEEL. CHECK  
EMERGENCY EXIT SEAL, CLEANED OUT FLOW VALVES. SERVICES OXYGEN  
SYSTEM AND CHECKED FOR LEAKS. FOUND RIGHT NAD LEFT MAIN GEAR  
TORQUE LINKS INSTALLED INCORRECTLY. JACKED AIRCRAFT, REMOVED TIRES  
AND INSTALLED TORQUE LINKS IN CORRECT POSITION. WORK PERFORMED  
I/A/W CESSNA 340 MANUAL. AIRCRAFT RETURNED TO SERVICE.

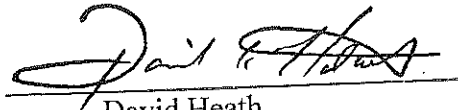
M.H. BOWERING

A&P 1707558 IA

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FEBRUARY 20, 2009 LOG BOOK ENTRY N28913 TACK TIME: 0072.4 WORK ORDER # 4256

**REMOVED:** DIRECTIONAL GYRO  
**INSTALLED:** ASPEN EDF 1000 PFD S/N 2427 (SEE 337 FOR LIST AND S/N'S OF  
COMPONENTS). WEIGHT & BALANCE CHANGE NEGLIGIBLE.



David Heath  
Heath Aviation  
FAA CRS HVDR337X

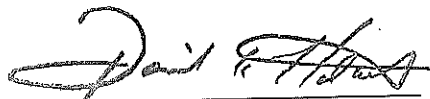
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MAY 14, 2009 LOG BOOK ENTRY N28913 TACK TIME: N/A WORK ORDER# 4256

**REMOVED:** ASPEN EFD 1000 AND RSM

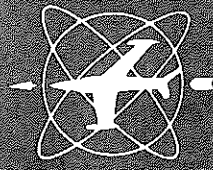
**INSTALLED:** ASPEN EFD-1000 P/N A-05-110-00 S/N 3001 AND REMOTE SENSOR  
MODULE P/N A-05-111-00, S/N#2767

**WEIGHT AND BALANCE CHANGE NEGLIGIBLE.**



David Heath  
Heath Aviation  
FAA CRS HVDR337X

*The Standard*  
**AIRCRAFT LOG**



ASA-SA-2



**Aircraft Record** General Information

Manufacturer Cessna Model 340

Serial 340-0153 Registration Number N28913

Date of Manufacture \_\_\_\_\_

**Engine(s) currently installed:**

Manufacturer Teledyne Continental Model TSTO-520-NB Serial 217741-72K (Right)

Manufacturer Teledyne Continental Model TSTO-520-NB Serial 217744-72K (Left)

**Propeller(s) currently installed:**

Manufacturer \_\_\_\_\_ Model \_\_\_\_\_

HUB Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

Blade Model \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_ Serial \_\_\_\_\_

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JACKSON, MISSISSIPPI

Notes

N28913 Date 1-15-2010 Tach. Hourmeter 142.7

Serviced and installed two new Gill G-25 batteries, s/n's G02485707 and G02485708.  
This aircraft has been inspected and has been found safe for the intended flight in  
accordance with Special Flight Permit dated January 14, 2010.  
Sheldon A Burgess A&P 2159379 *Sheldon A Burgess*

31, March 2009 Cessna 340 SN/3400153 N28913

General overall painting and detail work via owner's request. Replaced nacelle camlocs with new stainless steel. I hereby return this aircraft to service this date.

Signature: *Behmer James*

Certification: *A&P 1912260 IA*

Color Codes:

White Sealer	2510S	Dupont
Matterhorn White	778721	Dupont
Dark Blue	F1406	Dupont

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DATE: 07/22/2010 HOBBS: 150.1 N: 28913 MODEL: 340 S/N: 340-0153 TTAF: 2834.9

LEFT ENGINE MODEL: TSIO-520-NB S/N: 217744-72K TSMOH: 00.0

RIGHT ENGINE MODEL: TSIO-520-NB S/N: 217741-72K TSMOH: 00.0

LEFT PROPELLER MODEL: 3AF32C87-N1R S/N: 748620

RIGHT PROPELLER MODEL: 3AF32C87-NR S/N: 801087

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Completed **annual** inspection this date. All aircraft systems and controls inspected IAW FAR 43 App. D and checklist. Lubricated all controls, serviced brake reservoirs and tires. Checked all lights for operation. Replaced bulb in forward rotating beacon. Repacked left and right brake calipers with new seals. Fabricated new bonding strap and installed on right elevator. Drilled out screw on vertical stabilator inspection panel and replaced with new hardware. Replaced rivnut on right wing outboard of leading edge cuff. Replaced hardware on right nose baggage door prop rod. Cleaned gear transmission emergency extension gears and serviced gears with Aeroshell 5 lubricant. Installed clamp on right gear pressurization boot. Replaced dome nuts in left and right fuel tanks and resealed. Removed filter housing in right wing root, replaced gasket, removed inboard fitting and replaced o-ring, reassembled and safetied filter housing. Replaced right tip tank vent heater and ops checked satisfactory. Removed fittings from right boost pump and replaced with new, installed new seals on fittings. R&R flair and ferrule on fuel line going in on right fuel boost pump. Removed old gaskets on right aux fuel tank sending unit, cleaned area and reinstalled sending unit with new gaskets. Inspected inside left aux fuel tank, flushed bladder with fuel to remove debris. Replaced filler adapter gasket on left main fuel tank. Replaced filler adapter gasket and tank forward gasket on right main fuel tank. Both tanks filled: leak checked satisfactory. Replaced placard on left main fuel tank. Removed check valve and fittings, inspected flares, polished flares on line going in and out of valve just outboard of fuel strainer and reassembled. Replaced o-ring on left pressure dump valve, ops checked satisfactory. Removed and replaced bad dome nuts on belly heat exchange and sealed around each one. Replaced cam locks on right equipment bay outboard of nacelle. Troubleshoot O2 system, repaired leak at O2 bottle fitting and reinstalled and serviced bottle after hydro test. Removed both yokes from aircraft, sent to have recovered and reinstalled after yokes were recovered. (cont next page)

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YEAR 20 DATE	TOTAL TIME IN SERVICE	Current Weight and Balance Information			
		Empty Weight	Empty CG	Useful Load	Remarks

Removed and replaced flexible de-ice boot feed lines in both wing roots. R&R right anti-ice filter housing. Replaced filter housing and o-rings on fitting. Serviced de-ice system with alcohol MIL-F-5566. Removed old material and glue from steps and painted steps with wing walk compound. Reattached light strip on glare shield. Installed cushion behind compass mount and tightened to prevent vibration. Tightened jam nut on back of volt/amp meter. Cleaned battery box, treated and painted inside box with acid proof paint. Removed and replaced outboard ballast resistor under pilot's seat, installed with new ring end on wires. Removed old sealant from landing gear trans inspection plate, fabricated new aluminum gasket from .040 aluminum sheet and installed. Replaced numerous broken well-nuts in the fuselage under the cabin floor and resealed with pro-seal. C/W **AD 82-26-05** by visual inspection of rudder balance weight IAW para (a), due next at 249.2 Hobbs time. C/W **FAR 91.207** by inspection and operational check of ELT, replaced ELT battery, **next due 05/2012**. AD's researched through 2010-12.

This aircraft's maintenance records are incomplete. The TTAF shown above is accurate as far as can be determined. The hobbs meter was replaced without any record. Estimate is based on assumption that hobbs was replaced about 9-2008 at 2684.8 TT, with a hobbs reading of 0.

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.

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Loveland, CO 80538  
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Mark D. Bushong A&P 2689010IA  
