

VA. , 23250-2411

S/N- 914323
REG. # N9003
HOBBS: 708.0

ENTER IN : ENGINE RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED:
PRELIMINARY INSPECTION ACCOMPLISHED IN ACCORDANCE WITH AERO INDUSTRIES, INC. FORM 00E
COMPLIED WITH OIL CHANGE BY DRAINING OIL. REMOVED OLD FILTER AND CUT OPEN FOR INSPECTION, NO
DEFECTS NOTED. INSTALLED NEW P/N CH48108-1 FILTER, TORQUED AND SAFETY WIRED. SERVICE
ENGINE WITH 8 QUARTS OF AEROSHELL 100W MINERAL OIL FOR ENGINE BREAK-IN. COMPLIED WITH
COMPRESSION CHECKS: # 1 18/80, # 2 72/80, # 3 66/80, # 4 38/80, # 5 18/80, # 6 68/80
MASTER ORIFICE WAS 44/80. THREE CYLINDERS ARE BELOW TCM LIMIT. REMOVED ENGINE ASSEMBLY FOR
REPAIR BY TRIAD AVIATION (THREE CYLINDERS LOW COMPRESSION AND RH ENGINE CASE HALF DAMAGE
FROM MISSING CARRIER BEARING). RE-INSTALLED REPAIRED ENGINE BY TRIAD AVIATION IN ACCORDANC
WITH CESSNA 400 AMM CHAPTER 71. SEE LOG ENTRY DATED 7/18/2011 BY TRIAD AVIATION FO
REPAIRS ACCOMPLISHED ON TSIO-550-C(7) S/N 914323. REMOVED TOP SPARK PLUGS IN CYLINDERS FO
BORESCOPE INSPECTION: #1, # 3 & # 5 CYLINDERS HAVE BURNT VALVES. ALL SPARK PLUGS RE-INSTALLE
BY TRIAD AVIATION AFTER ENGINE REPAIR. PROPELLER BRUSH BLOCK IS CONTAMINATED WITH OIL. CLEANED
AND RE-INSPECTED NO DEFECTS NOTED. VERIFIED READINGS ON BRUSHES, ALL CHECKED GOOD WITH OHI
METER. REPLACED PROP DEICE FUSE HOLDER AND FUSE. OPERATIONAL CHECK GOOD PER CESSNA 400
M/M. FRONT CRANKSHAFT SEAL IS LEAKING: REPLACED FRONT CRANKSHAFT SEAL WITH NEW P/N 64125
PER TCM TSIO-550 M/M. REPLACED OIL SOAKED INDUCTION FILTER WITH NEW P/N BA345E. OIL
BREATHING/FILLER NECK ASSEMBLY (P/N 649406-4) IS CHAFFING WITH INTER-CYLINDER BAFFLING
REMOVED OIL BREATHING/FILLER ASSEMBLY FOR WELD REPAIR. RE-INSTALLED REPAIRED OIL
BREATHING/FILLER NECK ASSEMBLY P/N 649406-4 WITH NEW GASKET AND O-RINGS. OIL TEMPERATURE
BULB AND VERNATHERM IS LEAKING OIL: REPLACED GASKETS WITH NEW AND RE-INSTALLED TEMP BULB AN
VERNATHERM WITH PROPER SAFETIES. MAGNETIC PICK-UP CANNON PLUG FOR MAGNETO IS RTV'D AN
SAFETY WIRED TOGETHER: REPLACED DEFECTIVE CONNECTOR AND PLUG WITH NEW P/N'S S2349-2 AN
S2350-5 PER CESSNA 400 AMM. REPLACED WORN ISOLATOR MOUNTS WITH NEW P/N 94001-1 MOUNT
AND P/N 2850101-3 LOCK TABS AT THE FOLLOWING POSITIONS: LH FORWARD, LH REAR AND RH FRON
PER CESSNA 400 M/M CHAPTER 71. STARTER ADAPTER IS LEAKING: REMOVED LEAKING STARTER ADAPTE
FOUND INSIDE OF RH ENGINE CASE DAMAGED DUE TO MISSING CARRIER BEARING FOR STARTER ADAPTE
SHAFT. NEWLY OVERHAULED STARTER ADAPTER P/N 642087A10-M S/N CAM10-129 INSTALLED ON
REPAIRED ENGINE BY TRIAD AVIATION. ISKRA STARTER REQUIRES REPLACEMENT FOR WARRANTY OF NEW
STARTER ADAPTER REQUIREMENT: REMOVED P/N 655565V14 ISKRA STARTER AND INSTALLED NEW LAMA
STARTER P/N PM1207 S/N 85H02804 PER CHAPTER 71. LH TURBO FLANGE IS LEAKING: REPLACE
GASKETS WITH NEW P/N 636465 PER TCM TSIO-550 M/M. REPAIRED RH BAFFLE SHELF AS REQUIRED TO
PREVENT SCREWS FROM PULLING THROUGH. REPLACED LH ALTERNATOR BELT DUE TO CHAPTER 4 TIM
CHANGE REQUIREMENT USING NEW P/N 25060325. INSTALLED McCAULEY PROPELLER GOVERNOR M/I
C290D3-R/T43 S/N 040979 OVERHAULED BY H & H PROPELLER AND RE-INSTALLED ON REPAIR
ENGINE. ENGINE RPM HAD NO RISE ON SHUTDOWN: 50 RPM RISE ON SHUTDOWN ON POST ENGINE INSTAL
RUN, WITHIN NORMAL PARAMETERS PER TCM SID 97-3E. COMPLIED WITH TCM M89-7R1 DATE
8/4/1989 FOR ENGINE OPERATION AFTER CYLINDER REPLACEMENT; COMPLETED PARAGRAPH III (A
STEPS 1 THRU 5 FOR ENGINE OPERATION ON GROUND. COMPLIED WITH TCM SB M89-7R1 PARAGRAPH I
(B) FLIGHT TEST ON ENGINE, STEPS 1 THRU 4 WITH OWNER/OPERATOR. INSPECTED ENGINE AFTER FLIGHT
NO LEAKS NOTED. HIGH-SIDE FUEL FLOW TOO HIGH: ADJUSTED 1 TURN CW TO REDUCE FUEL FLOW AT MA
POWER. OPERATIONAL CHECK GOOD PER TCM SID 97-3E. COMPLIED WITH GROUND ENGINE RUN, LEAK AN
OPERATIONAL CHECK GOOD. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THI
WORK ORDER. ENGINE TOTAL TIME: 708.0 HOURS

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURREN
TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAF
IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT
THIS REPAIR FACILITY UNDER WORK ORDER No. 54731.

SIGNATURE:  CRS CERTIFICATE No: BIER466C
CHIEF INSPECTOR

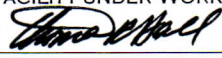
VA. , 23250 -2411

S/N - 41074
REG. # N9003
TIME - 705.8

ENTER IN : AIRFRAME RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTE
PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. REPAIRED PAINT CHIP
ON LH WING IN ACCORDANCE WITH CESSNA 400 AMM CHAPTER 51 BY PRIMING, BLOCK SANDING, PAINTIN
TOP COAT, WET SANDING AND POLISHING ON BOTH WINGS TO MATCH. REPAIRED TOP ENGINE COWLING PAI
CHIPS AND PEELING PAINT ON RIVETS PER CHAPTER 51. LIGHT LENS CHIPPED: STRIPPED PAINT OFF, R
TAPED LENS, PRIMED AND BLOCKED SURFACE, PAINTED TOP COAT, CLEARED INSIDE AND OUTSIDE OF LEN
WET SANDED AND BUFFED LENS ASSEMBLY TO MATCH AIRCRAFT EXISTING FINISH. REPLACED DOOR SIL
PROTECTIVE TAPES BY REMOVING OLD STRIPS, CLEANED SURFACE AND INSTALLED NEW SILL TAPES. WIN
WALK STRIPS AND ASSIST STEPS REQUIRE TAPES REPLACED: REMOVED OLD WALKWAY STRIPS AND STE
TAPES, CLEANED AND BUFF POLISHED PAINT. INSTALLED NEW WING WALK STRIPS AND ASSIST STEP TAPES A
REQUIRED BY 400 AMM. REPLACED ALL PROTECTIVE TAPE ON GEAR FAIRINGS AND WHEEL PANTS A
REQUIRED. REPAIRED HOLE, CRACKS AND CHIPS IN FRONT WHEEL PANT FIBERGLASS BY CHAPTER 5
STANDARD PRACTICES AND REPAINTED AS REQUIRED TO MATCH EXISTING PAINT. ALL COLORS CLEARED, WE
SANDED AND POLISHED TO MATCH. ALL PAINT REPAIRS ACCOMPLISHED PER CESSNA 400 AMM CHAPTE
51. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAF
TOTAL TIME:: 705.8 HOURS

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURREN
TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAF
IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE A
THIS REPAIR FACILITY UNDER WORK ORDER No. 54763.

SIGNATURE:  CRS CERTIFICATE No: BIER466C
CHIEF INSPECTOR

AERO INDUSTRIES, INC
5745 HUNTSMAN RD.
RICHMOND INTL AIRPORT
VA. , 23250 -2411

DATE - 28 JULY 2011
MAKE - LANCAIR
M/N - LC41-550FG
S/N - 41074
REG. # N9003
TIME - 708.0

ENTER IN : AIRFRAME RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA COLUMBIA 400 AMM UNLESS OTHERWIS
NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. RH ELEVATO
AND RH AILERON BALANCE WEIGHTS LOOSE: RE-TORQUED HARDWARE ON BALANCE WEIGHTS PER CHAPTE
27. AUX HEAT INDUCTION CABLE IS FROZEN: REPLACED INDUCTION CABLE WITH NEW P/N A700-BLACK
OPERATIONAL CHECK GOOD. REPLACED CO-PILOT'S PNEUMATIC DOOR SEAL WITH NEW P/N 2811101-
DUE TO LEAKING SEAL. COMPLIED WITH CESSNA SB10-32-01 FOR NOSE STRUT SHIM: INSPECTED STRU
MOUNTING FLANGE HOLES, NO DEFECTS NOTED. REPLACED MOUNTING HARDWARE WITH NEW P/N AN4-
BOLTS AND AN310-4 NUTS. INSTALLED NEW SHIM P/N 9502K13 AS PER SB10-32-01. TOP CHARGE
BOTH MAIN BATTERIES DUE TO LOW VOLTAGE AND RETURNED TO SERVICE, BOTH P/N RG1215. COMPLIE
WITH COMPASS SWING AND INSTALLED NEW COMPASS CORRECTION CARD IN COCKPIT. AIRCRAFT FIR
EXTINGUISHER INSPECTION OUT OF DATE: INSPECTED FIRE EXTINGUISHER, CYLINDER IS OUT OF WEIGHT LIMIT
AT 2 LBS 14.2 OZ, BELOW LIMIT OF 3.1 LBS. REPLACED FIRE EXTINGUISHER WITH SERVICEABLE USE
ASSEMBLY: REMOVED P/N RT-A1200 S/N S723367 AND INSTALLED P/N RT-A1200 S/N S736666
S/N S736666 LIFE LIMIT WILL EXPIRE 1 JAN 2012. LH FUEL CAP SEEPS: ADJUSTED FUEL CAP AN
INSPECTED SEAL, NO FURTHER DEFECTS NOTED. COMPLIED WITH FINAL INSPECTION FOR WOR
ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 708.0 HOURS

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURREN
TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAF
IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE A
THIS REPAIR FACILITY UNDER WORK ORDER No. 54731.

SIGNATURE:  CRS CERTIFICATE No: BIER466C
CHIEF INSPECTOR

Disassembled Continental TSIO-550-C(7) engine S/N 914323 for tear down inspection. Cleaned, inspected, magnafluxed, and repaired as needed. Replaced parts as listed. **Crankcase** - repaired by Divco. **Crankshaft** -(supplied by TCM under warranty) P/N 649900 S/N N11DA054 New Cont wo# 223317. **Camshaft** - P/N 654084 overhauled by AS wo# 206968. **Cylinders** - repaired as needed, cleaned, inspected, replaced exhaust set, guide and valve, honed barrel, refaced seats and intake valve, lapped and leak check ok. **Oil Pump** - P/N 532960B repaired by Divco wo# 96828. **Starter Adapter** - (supplied by customer) P/N 642087A10-M S/N CAM10-129 overhauled by CAM wo# 10-129 Reassembled engine IAW Continental overhaul manual and FAA regulations. Test ran engine 1 hours 10 Minutes, RPM 2600, oil pressure 72 lbs., oil temperature 190 degrees, CHT 365 degrees, mag check @ 2100 RPM, L 100 RPM, R 100 RPM. Compression test cylinder #1 74/80, #2 73/80, #3 75/80 #4 71/80 #5 74/80 #6 75/80. This engine is approved for return to service. All pertinent details or file this repair station WO# 19283. TRIAD AVIATION, INC. FAA REPAIR STATION # PP4R448M.

Signed: Osman M. Rasheed Date: 7-18-2011