



AIRFRAME MAINTENANCE RECORDS

Log #4

1/28/04 to 9/31/09

Registration No. N414PH
Serial No. 414A0421



AIRFRAME MAINTENANCE RECORDS

Log No. 4

Aircraft Registration No. N414PH
Model Cessna 414A
Serial No. 414A-0421



RAM Aircraft, Limited Partnership • Waco Regional Airport

Cessna 414A0421 N414PH

Airframe Total Time: 4362.6

Hour Meter: 3500.6

Date: 01/28/04

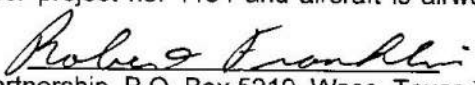
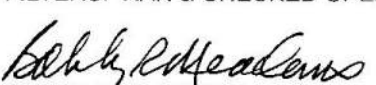
✓ Above referenced aircraft previously modified per installation of RAM winglets and gross weight increased per STC SA4943SW and per installation of STC SE4327SW engines per STC SA4546SW. Installed new wing stringer doublers and increased zero fuel weight to 6515 lbs per STC SA4943SW, Rev. 7. Flight Manual Supplement FM1023 furnished. Installed RAM overhauled engines L-290861.R and R-228441.R and overhauled Hartzell PHC-C3YF-2UF Q-Tip Propellers. Installed Fuel Flow Transducers per STC SE5726SW. Slick pressurized magnetos P/N 6320 installed per STC SE4651SW. Replaced left and right engine EGT probes. Installed red silicone impregnated fiberglass baffle material on each engine. FAA-PMA replacement baffles. Installed re-marked tachometer manifold pressure gauge, airspeed indicators and 3-in-1 gauges per STC requirements. Static system tested per FAR 91.411, Para A 2. (Leak check of system only.) C/W AD 2000-01-16 by removal of the exhaust system from the slip joints aft. Installed new RAM/FAA/PMA stainless exhaust slip joints P/N 1001-3 with new springs and hardware on left and right engines I/A/W STC SA4331SW. Slip joints due replacement 1-2016 or aircraft total time of 6862.6 hours, whichever occurs first. Inspected and re-installed left and right engine; left exhaust elbow P/N 9910377-1, right exhaust elbow P/N 9910377-2. Elbows due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left and right engine elbow to turbo wye clamps P/N NH1000897-60. Clamps due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left turbo wye P/N 9910299-9HW. Left turbo wye due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed right turbo wye RAM P/N 8226-11, S/N 7-6962. Right turbo wye due replacement 5-2010 or aircraft total time of 6314.1 hours, whichever occurs first. Inspected and re-installed left and right wye to wastegate elbows P/N 9910299-10. Wastegate elbows due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left and right wastegate elbow to wye clamps P/N NH1000897-60. Clamps due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left and right wastegate tailpipes P/N 9910299-13 and 9910299-14. Wastegate tailpipes due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left and right overboard tailpipes; left P/N 9910299-1, right P/N 9910299-2. Tailpipes due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Inspected and re-installed left and right tailpipe clamps P/N NH1000897-50. Clamps due replacement 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Installed overhauled left and right wastegate valve assy's. Installed RAM overhauled turbochargers P/N 2060-1; left S/N EJL1206, right S/N EGL0815. C/W Para (b) by visual inspection and found to be serviceable. Next visual inspection per Para (b) due in 50 hours TIS or 30 calendar days, whichever occurs later. C/W Para (c) by removal and visual inspection of exhaust tailpipes and found to be serviceable at this time. Next removal and visual inspection per Para (c) due each 12 calendar months. C/W Para (d) by inspection of the outboard engine beams and canted bulkheads. Found airworthy at this time. Re-inspection per Para (d) due each 500 hours TIS. C/W Para (e) by visual inspection and pressure test of left and right exhaust systems. System checked satisfactory at this time. Re-inspection per Para (e) due each 12 calendar months. Para (f) N/A per no multi-segment V-band clamps installed. Compliance with Para (g) due 9-2012 or aircraft total time of 6469.0 hours, whichever occurs first. Installed new Aeroquip integral firesleeved fuel, hydraulic and oil hoses meeting TSO-C53A Type D and TSO-C75 Type III on each engine. Air conditioning hydraulic hoses were not replaced at this time. Installed engine beam kit per SK414-19BI and B3 on left and right nacelles per AD 97-26-16. C/W AD 84-26-02 per replacement of air filters. RAM Aircraft recommends Air filters to be replaced every 300 hours or annual with mandatory log entry required. Installed vacuum pump cooling shroud on left and right engine vacuum pumps per STC SA3721SW. New empty weight and balance computed. Aircraft is airworthy and is approved for return to service for engine run-in procedures and modifications performed. Pertinent details are on file under project no. 1134.

Robert Franklin

RAM Aircraft Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				Total Time: <u>4365.3</u> Hour Meter: <u>3503.3</u> Date: <u>01-30-04</u>
Aircraft test flights complete under project no. 1134 and aircraft is airworthy and approved for return to service.				
 RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K				
3-26-04	N414PH	S/N 414A-0421	3530.6 HRMTR TT <u>4392.6</u>	
REPLACED HYDRAULIC RESERVOIR CAP P/N TYPE600 FOR AIR CONDITIONER HYDRAULIC RESERVOIR. REPLACED PACKINGS P/N MS28778-8 & P/N MS28775-113 ON MANIFOLD VALVE ASSY BANJO FITTING. REPLACED COVERS ON HEADPHONE BATTERY BOXES. RAN & CHECKED OPERATION.				
 BOBBY R. MEADOWS A&P 428906924				
4-18-04	N414PH	S/N 414A-0421	3543.1 HRMTR. TT <u>4405.1</u>	
SERVICED ALL TIRES TO CORRECT AIR PRESSURE. C/W AD 2000-01-16, EXHAUST INSPECTION DUE. C/W PARA. B, 50 HOUR INSPECTION. NO DEFECTS NOTED. DUE AGAIN IN 30 DAYS OR 50 HOURS - WHICH EVER OCCURS LATER. CHANGED OIL IN BOTH ENGINES. INSTALLED NEW OIL FILTERS. RAN & CHECKED OPERATION.				
 BOBBY R. MEADOWS A&P 428906924				
5-26-04	N414PH	S/N 414A-0421	3552.4 HRMTR TT <u>4414.4</u>	
ROTATED LEFT MAIN TIRE ON RIM. CLEANED, INSPECTED & LUBED BEARINGS. SERVICED TIRE TO 70 PSI. ROTATED RIGHT MAIN TIRE ON RIM. CLEANED, INSPECTED & LUBED BEARINGS. SERVICED TIRE TO 70 PSI.				
 BOBBY R. MEADOWS A&P 428906924				

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9-1-04 N414PH S/N 414A-0421 3578.5 HRMTR TT A/F 4440.5

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. INSPECTION WAS PERFORMED IN ACCORDANCE WITH CESSNA INSPECTION GUIDE. COMPLIED WITH ALL ANNUAL REQUIREMENTS. REPAIRED CRACK ON REAR OF RIGHT WHEEL WELL WALL. REPLACED LOOSE & WORKING RIVETS AS REQUIRED IN RIGHT AFT WHEEL WELL. REPAIRED CRACK ON LEFT WING CENTER SECTION SKIN, INBOARD LEADING EDGE. REPLACED LOOSE & WORKING RIVETS ON RIGHT REAR NACELLE AREA. REPLACED UNSERVICEABLE DOOR OPEN LOCK P/N 5211185-1 ON RIGHT WING LOCKER. INSTALLED NEW STATIC WICK P/N ESD-3 ON LEFT WING TIP. PERFORMED LANDING GEAR INSPECTION & COMPLETED LANDING GEAR RETRACTION PROCEDURES, BOTH NORMAL & EMERGENCY. RESERVICED LANDING GEAR NITROGEN BLOW DOWN BOTTLE TO 2000 PSI. CHECKED RIGHT LANDING GEAR ACTUATOR FOR LEAKS DURING GEAR RETRACTION & FOUND NO LEAKS. REPLACED BOTH MAIN LANDING GEAR DOOR HINGES P/N 5122115-27 & P/N 5127050-15 & PINS P/N 5488570 DUE TO EXCESSIVE WEAR. RESEALED LEAKING BRAKE WHEEL CYLINDERS. DUE TO WEAR, INSTALLED NEW BRAKE PADS P/N 066-06600 & SHIMS P/N 068-02800. BLED BRAKE SYSTEM & SERVICED WITH 5606 HYDRAULIC OIL. REPLACED BOTH MAIN LANDING GEAR TIRES P/N 301044006 (6.50 X 10 10PR). INSPECTED & REPLACED HYDRAULIC FILTERS P/N AN 6235-2A. SERVICED HYDRAULIC SYSTEM WITH 5606 HYDRAULIC OIL. CHECKED WINDSHIELD ALCOHOL SYSTEM & FOUND PUMP INOP & TEE FITTING CORRODED. INSTALLED NEW ALCOHOL PUMP P/N 6508092-1. REPLACED TEE FITTING P/N 5626015-18. CLEANED SYSTEM. OPERATION CHECKS NORMAL. INSTALLED SLEEVE ON ALCOHOL LINE ON RIGHT WING CENTER SECTION BETWEEN RIB & HYDRAULIC FILTER. REMOVED RIGHT HYDRAULIC PUMP DUE TO EXCESSIVELY WORN SPLINES. INSTALLED NEW HYDRAULIC PUMP P/N 9910137-2, S/N 1584. REPLACED PACKING P/N NAS617-10 & P/N NAS617-6 & LUBED SPLINES. REPLACED BOTH VACUM PUMP INLET FILTERS P/N B3-5-1. INSTALLED GROMMET P/N MS35489-11 & BOLTS P/N AN3-3A & WASHERS P/N AN960-10 IN LEFT ENGINE COMPARTMENT @ LEFT AFT TWIN BAFFLE FOR FUEL NOZZLE AIR TUBE. INSPECTED & CLEANED MAIN FUEL FILTERS. REPLACED WORN HEATER DUCTS. INSTALLED 2 NEW HEATER DUCTS P/N CM3211-18A4.2 & P/N P612433 IN FWD BAGGAGE COMPARTMENT AREA. SERVICED AIR CONDITIONER WITH R-12 FREON. REPLACED BULB P/N GE 1385 FOR WING ICE LIGHT. REPLACED 2 POST LIGHT ASSY P/N A350CNIWBKSH28 ON INSTRUMENT PANEL. REPAIRED BROKEN WIRE & REPLACED 5 EA P/N GE 327 BULBS. REPLACED LEFT ALTERNATOR OUT DIODE P/N 5118335-10. REMOVED INOP LEFT ALTERNATOR P/N 649304, S/N A199427. OR. INSTALLED O/H LEFT ALTERNATOR P/N 649304, S/N K140003. OR. INSTALLED NEW ELT BATTERY P/N 00-60-62. INSPECTED & TESTED NEW BATTERY. NEW EXPIRATION DATE 9/06. INSTALLED NEW FIRE EXTINGUISHER P/N A1600 DUE TO CORROSION & CALENDAR LIFE. INSTALLED BOLTS P/N AN3-3 IN GLARE SHIELD DUE TO STRIPPED SCREWS. REMOVED RADAR INDICATOR UNIT P/N 4000946-5201, S/N 5809 DUE TO RANGE KNOB BEING STRIPPED. RADAR UNIT WAS REPAIRED BY DUNCAN AVIATION. REINSTALLED RADAR UNIT AFTER REPAIR. SERVICED & CHARGED AIRCRAFT BATTERY. DRESSED, PAINTED & LUBED PROPS. CHECKED ALL FLIGHT CONTROL CABLES FOR PROPER TENSION. AD-2000-01-16, EXHAUST LEAKS DUE. C/W BY INSPECTION PARA. B, C & E. AD 2004-08-10 ECI CYLINDER DUE INSPECTION. C/W BY INSPECTION. CYLINDERS ARE ACCEPTABLE BY S/N & FLANGE MARKING. SEE UPDATED AD LISTING IN AIRCRAFT LOGBOOK. LUBED AIRCRAFT AS REQUIRED. WASHED & CLEANED AIRCRAFT. RAN & CHECKED SYSTEMS OPERATION. COMPLETED TEST FLIGHT.

Bobby R Meadows
BOBBY R. MEADOWS
A&P 428906924

Inspected in accordance with ANNUAL inspection and was determined to be in airworthy condition.

INSPECTOR AUTHORIZATION 428906924*Bobby R Meadows*Total time 4440.5

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
10-16-04	N414PH	S/N 414A-0421		TOTALS brought forward from previous page
3615.3 HRMTR	TT <u>4477.3</u>			11-22-04 N414PH S/N 414A-0421 3628.5 HRMTR
PROP DE-ICE INOP ON ONE CYCLE.				TT <u>4490.5</u>
TROUBLESHOT SYSTEM & FOUND BROKEN				COMPLIED WITH AD 2000-01-16; EXHAUST INSPECTION.
GROUND WIRE ON LEFT ENGINE.				COMPLIED WITH para b, VISUAL INSPECTION. NO DEFECTS
REPAIRED BROKEN GROUND WIRE. UPPER				NOTED. NEXT DUE AT 4540.5 HRS TOTAL TIME, OR 3678.5 HR
CABIN DOOR EXTENDER WILL NOT HOLD				MTB
DOOR OPEN. INSTALLED NEW DOOR				<i>Bobby R Meadows</i>
EXTENDER P/N 5211369-11. RAN				BOBBY R. MEADOWS
AIRCRAFT & CHECKED OPERATION OF				A&P 428906924
PROP DE-ICE. OPERATION CHECKS				
NORMAL.				
<i>Bobby R Meadows</i>				B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
BOBBY R. MEADOWS				1-10-05 N414PH S/N 414A-0421 3649.3 HRMTR
A&P428906924				TT AF <u>4511.3</u>
				RIGHT ALTERNATOR WENT OFFLINE. TROUBLESHOT SYSTEM
				& FOUND BROKEN WIRE @ ALTERNATOR. REPLACED RING
				TERMINAL ON WIRE. RAN AIRCRAFT & CHECKED OPERATION.
				<i>Bobby R Meadows</i>
				BOBBY R. MEADOWS
				A&P 428906924
				B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
				1-15-05 N414PH S/N 414A-0421 3658.1 HRMTR TT AF <u>4520.1</u>
				VACUM PUMP FAILED IN FLIGHT. FOUND SHAFT SHEARED. REMOVED
				VACUM PUMP P/N 442CW, S/N 2AR62. INSTALLED O/H VACUM
				PUMP P/N 442CW, S/N 32197. RAN AIRCRAFT & CHECKED
				OPERATION.
				<i>Bobby R Meadows</i>
				BOBBY R. MEADOWS
				A&P 428906924
				3-2-05 N414PH S/N 414A-0421 3678.3 HRMTR
				TT <u>4540.3</u>
				COMPLIED WITH AD 2000-01-16; EXHAUST INSPECTION.
				COMPLIED WITH para b, VISUAL INSPECTION. NO DEFECTS
				NOTED. NEXT DUE AT 4590.3 HRS TOTAL TIME, OR 3728.3
				HRMTR.
				<i>Bobby R Meadows</i>
				BOBBY R. MEADOWS
				A&P 428906924
				B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
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DA 3-5-05 N414PH S/N 414A-0421
3680.9 HRMTR TT 4542.9
REMOVED RADAR UNIT P/N 4000946
-5201, S/N 5809 BECAUSE UNIT
WOULD NOT POWER UP. RADAR UNIT
WAS SENT TO DUNCAN AVIATION
FOR INSPECTION. INSTALLED
LOANER RADAR UNIT P/N
4000946-5201, S/N 5466.

Bobby R. Meadows
BOBBY R. MEADOWS
A&P 428906924

DESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTALS brought forward from previous page

3-16-05 N414PH S/N 414A-0421 3680.9 HRMTR
ACFT TT 4542.9
REMOVED ATTITUDE GYRO P/N G-519B-1 (37570-100283), S/N
72070K DUE TO AUTOPILOT FUNCTIONING ERRATIC IN FLIGHT.
INSTALLED O/H ATTITUDE GYRO P/N G-519B-1, S/N 72033J.

Bobby R. Meadows
BOBBY R. MEADOWS
A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

3-22-05 N414PH S/N 414A-0421 3684.4 HRMTR ACFT TT 4546.4
LEFT ENGINE TACH GENERATOR INOP. CHECKED SYSTEM & FOUND TACH
GENERATOR TO BE INTERMITTENT. REMOVED TACH GENERATOR P/N 22A667,
S/N 18688. REMOVED TACH GENERATOR OIL SEAL ON ENGINE DUE TO
LEAKING. INSTALLED NEW OIL SEAL P/N 531378. INSTALLED NEW TACH
GENERATOR P/N H60-050, S/N 285694 WITH NEW GASKET P/N AS3491-01.
RAN & CHECKED OPERATION.

Bobby R. Meadows
BOBBY R. MEADOWS
A&P 428906924

4-2-05 N414PH S/N 414A-0421 3693.6 HRMTR TT 4555.6
REMOVED LOANER RADAR UNIT P/N 4000946-5201, S/N 5466. REIN-
STALLED ORIGINAL RADAR UNIT P/N 4000946-5201, S/N 5809 AFTER
INSPECTION @ DUNCAN AVIATION. OPERATION OF RADAR UNIT CHECKS
NORMAL.

Bobby R. Meadows
BOBBY R. MEADOWS
A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

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4-11-05	N414PH	S/N 414A-0421	3696.5 HRMTR TT 4558.5	REMOVED CABIN DOOR LOWER CABLES DUE TO BEING STRETCHED AND FRAYED. INSTALLED NEW CABLES 2 EA. P/N 71540-8. REMOVED BOTH MAIN LANDING GEAR DOOR TUBE ASSY, DUE TO EXCESSIVE WEAR. INSTALLED NEW LANDING GEAR DOOR TUBE ASSY 2 EA. P/N 5141145-1.
				<i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
4-11-05	N414PH	S/N 414A-0421	3696.5 HRMTR TT 4558.5	COMPLIED WITH AD 2000-01-16; EXHAUST INSPECTION. COMPLIED WITH para b, VISUAL INSPECTION. NO DEFECTS NOTED. NEXT DUE AT 4608.5 HRS TOTAL TIME, OR 3746.5 HR MTR.
				<i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924

AIRCRAFT LOG ENTRY LABEL

David Heath
OwnerHeath Aviation,
219 Airport Dr.
Winona Airport
WINONA, MS. 38967
662-283-9833CERTIFIED 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 Beechcraft, 400-18-1, S/N 2386 THE ENCODER MAKE, MODEL, & SN Narco, AR850, S/N 41537 WERE TESTED TO 25,000 FT

SIGNATURE *David Heath*

DATE 06/29/05

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY CFR 91.413 HAS BEEN PERFORMED THIS DATE AND FOUND TO COMPLY. TRANSPONDER MAKE, MODEL, & SN King, KT76C, S/N 9294

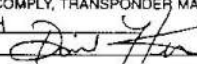
SIGNATURE *David Heath*

DATE 06/29/05

WORK ORDER # 1509

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7-29-05			N414PH	S/N 414A-0421																																																																																																																																							
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COMPLIED WITH para b, VISUAL INSPECTION. NO DEFECTS																																																																																																																																											
NOTED. NEXT DUE AT 4654.7 HRS TOTAL TIME, OR 3792.7 HR																																																																																																																																											
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9-2-05			N414PH	S/N 414A-0421																																																																																																																																							
			3763.1 HRMTR	TT 4625.1																																																																																																																																							
REPAIRED RIGHT ENGINE TOP COWL @ LOUVERS. FABRICATED SHEET METAL																																																																																																																																											
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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 <u>Beechcraft</u> MODEL <u>400-14-1</u> S/N <u>2386</u> THE ENCODER MAKE <u>Narco</u> MODEL <u>AR350</u> S/N <u>41537</u> WERE TESTED TO <u>25000</u> FT SIGNATURE _____ DATE <u>6-29-05</u>																																																																																																																																											
I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED THIS DATE, AND FOUND TO COMPLY, TRANSPONDER MAKE <u>King</u> MODEL <u>KT166</u> S/N <u>9294</u> SIGNATURE  DATE <u>6-29-05</u>																																																																																																																																											
NAME _____ DATE <u>6-29-05</u> N <u>414PH</u> WORK ORDER <u>1509</u> MAKE <u>Cessna</u> PART NO. <u>H14</u> SERIAL NO. _____ CHECKED BY _____ ALTITUDE PRESSURE & FRICTION TEST <table border="1"> <thead> <tr> <th>ALT</th> <th>ALT/ENC</th> <th>FRCTN</th> <th>ALT</th> <th>ALT/ENC</th> <th>FRCTN</th> <th>PRESSURE</th> <th>ALTITUDE</th> <th>ALTIMETER</th> </tr> <tr> <th>FEET</th> <th>DIFFERENCE</th> <th>TEST</th> <th>TEST</th> <th>DIFFERENCE</th> <th>TEST</th> <th>(IN OF HG)</th> <th>DIFFERENCE FT.</th> <th>READS</th> </tr> </thead> <tbody> <tr> <td>-1000</td> <td>+5</td> <td>0</td> <td>XXXX</td> <td>12000</td> <td>-30</td> <td>0</td> <td>XXXX</td> <td>28.10</td> </tr> <tr> <td>0</td> <td>+5</td> <td>0</td> <td>XXXX</td> <td>14000</td> <td>-30</td> <td>0</td> <td>XXXX</td> <td>28.50</td> </tr> <tr> <td>500</td> <td>+5</td> <td>0</td> <td>XXXX</td> <td>15000</td> <td>-5</td> <td>0</td> <td>50</td> <td>29.00</td> </tr> <tr> <td>1000</td> <td>+5</td> <td>0</td> <td>20</td> <td>18000</td> <td>0</td> <td>0</td> <td>XXXX</td> <td>29.50</td> </tr> <tr> <td>1500</td> <td>+5</td> <td>0</td> <td>XXXX</td> <td>18000</td> <td>+5</td> <td>0</td> <td>XXXX</td> <td>29.92</td> </tr> <tr> <td>2000</td> <td>+5</td> <td>0</td> <td>30</td> <td>20000</td> <td>+20</td> <td>0</td> <td>50</td> <td>30.50</td> </tr> <tr> <td>3000</td> <td>+5</td> <td>0</td> <td>30</td> <td>22000</td> <td>+70</td> <td>0</td> <td>XXXX</td> <td>30.90</td> </tr> <tr> <td>4000</td> <td>0</td> <td>0</td> <td>XXXX</td> <td>25000</td> <td>+70</td> <td>0</td> <td>60</td> <td>30.99</td> </tr> <tr> <td>5000</td> <td>0</td> <td>0</td> <td>40</td> <td>30000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6000</td> <td>-5</td> <td>0</td> <td>XXXX</td> <td>35000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8000</td> <td>-10</td> <td>0</td> <td>XXXX</td> <td>40000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>10000</td> <td>-10</td> <td>0</td> <td>40</td> <td>45000</td> <td></td> <td></td> <td>XXXX</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>50000</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> BAROMETRIC SCALE ERROR TOLERANCES 18,000 FT CASE LEAK TEST <u>80</u> HYSTERESIS TEST NO. 1(50%) <u>20</u> HYSTERESIS TEST NO. 2(40%) <u>20</u> AFTER EFFECT TEST <u>5</u> ENCODER PART NO. _____ ENCODER SERIAL NO. _____					ALT	ALT/ENC	FRCTN	ALT	ALT/ENC	FRCTN	PRESSURE	ALTITUDE	ALTIMETER	FEET	DIFFERENCE	TEST	TEST	DIFFERENCE	TEST	(IN OF HG)	DIFFERENCE FT.	READS	-1000	+5	0	XXXX	12000	-30	0	XXXX	28.10	0	+5	0	XXXX	14000	-30	0	XXXX	28.50	500	+5	0	XXXX	15000	-5	0	50	29.00	1000	+5	0	20	18000	0	0	XXXX	29.50	1500	+5	0	XXXX	18000	+5	0	XXXX	29.92	2000	+5	0	30	20000	+20	0	50	30.50	3000	+5	0	30	22000	+70	0	XXXX	30.90	4000	0	0	XXXX	25000	+70	0	60	30.99	5000	0	0	40	30000					6000	-5	0	XXXX	35000					8000	-10	0	XXXX	40000					10000	-10	0	40	45000			XXXX						50000				
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				TOTALS brought forward from previous page

11-2-05 N414PH 3806.7 HRMTR S/N 414A-0421 TT 4668.7

PILOT'S ATTITUDE INDICATOR INOP. REMOVED ATTITUDE INDICATOR P/N G-519B-1, S/N 72033J. INSTALLED O/H ATTITUDE INDICATOR P/N G-519B-1, S/N 73853J. AIR CONDITIONER CONDENSOR BLOWER MOTOR, BLOWS 40 AMP CIRCUIT BREAKER. TROUBLESHOT SYSTEM & FOUND CONDENSOR BLOWER MOTOR ARMATURE SHORTED. REMOVED BLOWER MOTOR P/N 9910155-1, S/N 543. INSTALLED & TESTED BLOWER MOTOR P/N 9910155-1RX, S/N 1211. SYSTEM WORKS NORMAL. REPLACED RIVETS ON RIGHT LOWER WING ROOT AS REQUIRED. RAN & CHECKED OPERATION. COMPLETED TEST FLIGHT.

Bobby R. Meadows

BOBBY R. MEADOWS

A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

11-13-05 N414PH 3815.9 HRMTR S/N 414A-0421 TT 4677.9

ATTITUDE INDICATOR INDICATES ERRONEOUS NOSE DOWN ATTITUDE IN FLIGHT. REMOVED ATTITUDE INDICATOR P/N G-519B-1, S/N 73853J. INSTALLED O/H ATTITUDE INDICATOR P/N G-519B-1, S/N 91633J. RAN & CHECKED OPERATION. COMPLETED TEST FLIGHT.

Bobby R. Meadows

BOBBY R. MEADOWS

A&P 428906924

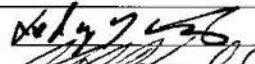
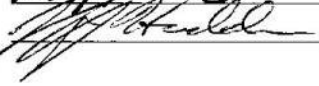
B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

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12-17-05	N414PH	S/N 414A-0421	3824.9 HRMTR TT 4686.9	LANDING GEAR UNLOCKED LIGHT CAME ON DURING GROUND TAXI. TROUBLE- SHOT SYSTEM & FOUND LEFT UNLOCK SWITCH WIRE # G27A20 SHORTED AND SUPPLIED GROUND FOR LIGHT. ISOLATED SHORT TO GROUND WIRE. REPAIRED. COMPLETED TEST FLIGHT. <i>Bobby R Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
12-23-05	N414PH	S/N 414A-421	3833.9 HRMTR TT 4695.9	RIGHT WING DE-ICE BOOTS WILL NOT INFLATE. TROUBLESHOT SYSTEM & FOUND RT. FLOW VALVE NOT OPENING. REMOVED VALVE. CLEANED & REPAIRED. REINSTALLED FLOW VALVE & TESTED. OPERATION CHECKS NORMAL. RIGHT ENGINE HARD TO START. TROUBLESHOT SYSTEM & FOUND ENGINE STARTED EASILY WITH CROSS FEED. FOUND FUEL BOOST PUMP NOT PRODUCING PRESSURE. DE-FUELED RIGHT FUEL TANK. REMOVED FUEL BOOST PUMP P/N 2B7-29, S/N 7AM63. INSTALLED O/H FUEL BOOST PUMP P/N 2B7-29-OH, S/N 12AK-177 WITH NEW PACKINGS. RESERVICED RT. FUEL TANK WITH AVGAS & CHECKED FOR LEAKS. STARTED ENGINE. OPERATION CHECKS NORMAL. <i>Bobby R Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
12-31-05	N414PH	S/N 414A-0421	3843.4 HRMTR TT 4705.4	REMOVED FUEL VALVE RETAINER PANEL FOR REPLATING. ORIGINAL RETAINER PANEL WAS UNSERVICEABLE. INSTALLED NEW FUEL VALVE RETAINER P/N 5119064-1 AFTER BEING PLATED. <i>Bobby R Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
				SUB-TOTALS this page
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12-31-05	N414PH	S/N 414A-0421	3843.4 HRMTR.	TT <u>4705.4</u> RIGHT FUEL BOOST PUMP FAILED. TROUBLESHOT SYSTEM & FOUND PUMP RECEIVING 24VDC, BUT PUMP MOTOR WOULD NOT RUN. DE-FUELED RT SIDE. REMOVED FUEL BOOST PUMP P/N 2B7-29, S/N 12AK-177. INSTALLED O/H FUEL BOOST PUMP P/N 2B7-29-OH, S/N 9AC-482. REFUELED RT SIDE. PUMP WOULD NOT PRIME. DE-FUELED RT. SIDE. REMOVED FUEL BOOST PUMP P/N 2B7-29-OH, S/N 9AC-482. DE-FUELED LEFT SIDE. REMOVED FUEL BOOST PUMP. INSTALLED O/H FUEL BOOST P/N 2B7-29-OH, S/N 9AC-482 ON LEFT SIDE. REFUELED LEFT SIDE. PUMP WOULD NOT PRIME. INSTALLED THE ORIGINAL FUEL BOOST PUMP FROM LEFT SIDE ON RIGHT SIDE. RE-FUELED RIGHT SIDE. OPERATION CHECKS NORMAL. DE-FUEL LEFT SIDE & REMOVED FUEL BOOST PUMP P/N 2B7-29, S/N 9AC-482.
1-3-06	N414PH	S/N 414A-0421	3843.4 HRMTR.	TT <u>4705.4</u> INSTALLED O/H FUEL BOOST PUMP P/N 2B7-29-OH, S/N 3AT39 ON LEFT SIDE. REFUELED LEFT SIDE. STARTED LEFT ENGINE. OPERATION CHECKS NORMAL.
 BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930				
1-17-06	N414PH	S/N 414A-0421	3856.3 HRMTR.	TT <u>4718.3</u> LEFT ENG S/N 290861.R ENG TT <u>3952.6</u> ENG TSO <u>355.7</u> FUEL SIPHONING FROM LEFT SIDE. FOUND LEFT ENGINE FUEL PUMP DRAIN TO BE LEAKING FUEL. REMOVED ENGINE FUEL PUMP P/N 632818-11, S/N G158204RB. INSTALLED O/H ENGINE FUEL PUMP P/N 646210-11A4, S/N K28930BR. ADJUSTED FUEL FLOW. RAN ENGINE. OPERATION CHECKS NORMAL.
 BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930				
SEE LT ENG LOG ENTERED IN ERROR				
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6-5-06	N414PH	S/N 414A-0421	3894.1 HRMTR	TT <u>4756.1</u>
INSTALLED FASTENER P/N 40S5-4 FOR LEFT OUTBOARD COWL. AD				
2000-01-16, EXHAUST INSPECTION DUE. C/W BY VISUAL INSPECTION. NO				
DEFECTS FOUND. DUE AGAIN @ 3944.1 HRMTR.				
 BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930				
ACCEPTED or SERVICEABLE FOR RETURN TO SERVICE Southern Avionics & Communications, Inc. Mobile Downtown Airport 2495-A Michigan Avenue Mobile, AL 36615 CRS HW4R427M N- <u>N414PH</u> W.O. No. <u>81834</u> Date: <u>06/14/2006</u> Remarks: <u>Removed transponder p/n 066-01156-0101 s/n 9294</u> <u>Installed Overhauled transponder p/n 066-01156-0101 s/n 1564</u> <u>Performed ramp check of transponder system verified proper</u> <u>Operation. No change to weight and balance</u> Tech  Cert No. <u>HW4R427M</u> Insp  Cert No. <u>HW4R427M</u>				
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6-27-06	N414PH	S/N 414A-0421	3915.6 HRMTR TT <u>4777.6</u>	
RT. ALTERNATOR VOLTAGE LOW - ALLOWS LEFT ALTERNATOR TO PICK UP LOAD. REMOVED PILOT'S SEAT FOR ACCESS. ADJUSTED VOLTAGE TO 27.8VDC ON EACH SIDE. LEFT ENGINE OIL FILLER CAP GASKET SWELLED - FROM BEING CAUGHT BETWEEN FILLER NECK & CAP. INSTALLED NEW LEFT ENGINE OIL FILLER CAP GASKET P/N 533355. RAN AIRCRAFT & CHECKED VOLTAGE OUTPUT. OPERATION CHECKS NORMAL. REINSTALLED PILOT'S SEAT.				
 BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930				
7-3-06	N414PH	S/N 414A-0421	3924.0 HRMTR TT <u>4786.0</u>	
CABIN DOOR SNUBBER ATTACHMENT CRACKED & PULLED THROUGH AT DOOR. REPAIRED DOOR. INSTALLED DOUBLER AT SNUBBER ATTACH POINT. REINSTALLED SCREW ON RIGHT ARM REST. REMOVED COMPASS DUE TO LOOSE MOUNT. RETORQUED SCREWS FOR COMPASS MOUNT & REINSTALLED COMPASS. AD 2005-20-25, PREVENT FAILURE OF THE AVIONICS BUS CIRCUIT BREAKER SWITCH DUE. C/W BY REMOVING CIRCUIT BREAKER SWITCH P/N CM3589-50 WITH APPLICABLE DATE CODE. INSTALLED NEW CIRCUIT BREAKER SWITCH P/N CM3589-50 WITH UNAFFECTED DATE CODE OF 0606.				
 BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930				
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8-1-06				N414PH S/N 414A-0421 3945.0 HRMTR TT <u>4807.0</u> AD 2000-01-16, EXHAUST INSPECTION DUE. C/W BY VISUAL INSPECTION. C/W PARA. B. NO DEFECTS FOUND. DUE AGAIN IN 50 HOURS OR 30 DAYS, LATER OF THE TWO. AD 2004-25-16, INSPECTION OF FUEL REGULATOR/ SHUT OFF VALVE FOR INDICATION OF LEAK, DUE. C/W BY INSPECTION. NO LEAKS DETECTED. <i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
9-7-06				N414PH S/N 414A-0421 3980.9 HRMTR. TT <u>4842.9</u> BOTH PROP SPINNER CAP DOMES PEELING. INSTALLED NEW PROP SPINNER CAP DOME ASSY P/N C4563-P FOR LEFT & RIGHT PROP. CABIN DOOR TRIM PANEL BROKEN. INSTALLED, FITTED & PAINTED NEW CABIN DOOR TRIM PANEL P/N 5119069-3-532. INSTALLED NEW WINDOWS P/N 5514776-10 IN DOOR PANEL. RIGHT ALTERNATOR GOES OFF LINE - WILL NOT SHARE LOAD. SWITCHED VOLTAGE REGULATOR FROM LEFT TO RIGHT FOR TROUBLE SHOOTING. FOUND HIGH RESISTANCE GROUND ON RIGHT ALTERNATOR FIELD. REPAIRED & RETORQUED STUD AT CAPACITOR. <i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930
10-24-06				N414PH S/N 414A-0421 3994.0 HRMTR. TT <u>4856.0</u> RT TACH WON'T INDICATE. TROUBLESHOT SYSTEM & FOUND SHAFT ON TACH GENERATOR SHEARED. REMOVED RT TACH GENERATOR P/N H60-050, S/N 278758. INSTALLED O/H RT TACH GENERATOR P/N H60-050, S/N 285694. REMOVED INOP PILOT'S ATTITUDE INDICATOR P/N G519B-1, S/N 99297K. INSTALLED O/H ATTITUDE INDICATOR P/N G519B-1 (1U284-001-1), S/N 89143J. PROP DE-ICE INOP. TROUBLESHOT SYSTEM & FOUND BRUSHES WORN. INSTALLED NEW PROP DE-ICE BRUSH & BLOCK ASSY P/N C40179 ON BOTH SIDES. REPLACED ELECTRICAL TERMINAL & BUTT SPLICE. RAN AIRCRAFT & CHECKED OPERATION. <i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

11-22-06 N414PH S/N 414A-0421 3997.0 HRMTR TT 4859.0

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. INSPECTION WAS PERFORMED IN ACCORDANCE WITH CESSNA INSPECTION GUIDE. COMPLIED WITH ALL ANNUAL REQUIREMENTS. PERFORMED LANDING GEAR INSPECTION. COMPLETED LANDING GEAR RETRACTION PROCEDURES, BOTH NORMAL & EMERGENCY. CYCLED GEAR AFTER BLOW DOWN TO BLEED AIR FROM SYSTEM. REMOVED & SERVICED EMERGENCY BLOW DOWN BOTTLE WITH NITROGEN & REINSTALLED. SERVICED HYDRAULIC SYSTEM WITH MIL-H-5606 HYDRAULIC FLUID. INSPECTED & LUBED UPLOCK ROLLERS. REMOVED, INSPECTED & REPACKED ALL WHEEL BEARINGS. BOTH MAIN TIRES WORN EXCESSIVELY. INSTALLED NEW LEFT & RIGHT TIRE P/N 650C86-3 (6.50-10-8 FLC III). INSPECTED WHEELS, REASSEMBLED & REINSTALLED. INSPECTED BRAKES. SERVICED BOTH BRAKE RESERVOIRS WITH MIL-H-5606 HYDRAULIC FLUID. HYDRAULIC RESERVOIR UNSERVICEABLE. REPLACED HYDRAULIC RESERVOIR P/N 5117007-28. HYDRAULIC RESERVOIR SIGHT TUBE BRITTLE. INSTALLED NEW HYDRAULIC RESERVOIR SIGHT TUBE P/N 5117007-12. SERVICED HYDRAULIC RESERVOIR WITH P/N MIL-H-5606 HYDRAULIC FLUID. REPLACED BOTH VACUUM PUMP RELIEF FILTERS P/N B3-5-1. INSTALLED NEW ENGINE INLET AIR FILTERS P/N P12-8156. INSPECTED & CLEANED BOTH MAIN FUEL FILTERS & REINSTALLED WITH NEW PACKINGS P/N MS29513-237 & P/N MS29512-05. DUE TO LEAKING, INSTALLED NEW LEFT WING DE-ICE CONTROL FLOW VALVE P/N 3D2352-01RX, S/N N3008. DUE TO LEAKING, INSTALLED NEW RT. ENGINE HYDRAULIC PUMP (A/C) P/N 26416LAA, S/N B040504DB. SERVICED A/C HYDRAULIC SYSTEM WITH MIL-H-5606 HYDRAULIC FLUID. INSTALLED NEW TAIL NAV LIGHT BULB P/N 34-0428070-64 (A508-28). INSTALLED & TESTED NEW ELT BATTERY P/N 00-60-62. NEW EXPIRATION DATE 10-2008. SERVICED & CHARGED AIRCRAFT BATTERY. REATTACHED ALL INTERIOR COVERING IN RT WING LOCKER. INSPECTED & LUBED BOTH PROPS. DRESSED & PAINTED PROPS. SERVICED PROP DOMES WITH NITROGEN AS REQUIRED. REMOVED ATTITUDE GYRO P/N G-519B-1, S/N 89143J FOR REPAIR. ATTITUDE GYRO WAS REPAIRED BY PRECISION AVIONICS. REINSTALLED ATTITUDE GYRO S/N 89143J AFTER REPAIR. TESTED WINDSHIELD ANTI-ICE, SERVICED TANK WITH ISOPROPYL ALCOHOL. AD 2000-01-16 EXHAUST SYSTEM CRACK INSPECTION DUE. C/W BY INSPECTION AS PER AD INSTRUCTIONS. NO DEFECTS FOUND. C/W PARA B, C, D, E, F. PARA B DUE IN 30 DAYS OR 50 HOURS WHICH EVER IS LATER. PARA C DUE IN 12 MONTHS. PARA D DUE IN 500 HOURS @ 5359.0 ACFT TT. PARA E DUE IN 12 MONTHS. PARA F DUE IN 500 HOURS @ 5359.0 ACFT TT. AD 84-26-02 PAPER INDUCTION AIR FILTERS DUE INSPECTION. C/W BY INSTALLING NEW AIR FILTER ELEMENTS. DUE AGAIN IN 500 HOURS. AD 2004-25-16 R1 PREVENT FAILURE OF FUEL REGULATOR SHUT OFF VALVE. C/W BY INSPECTION. NO LEAKS DETECTED. DUE AGAIN IN 100 HOURS OR 1 YEAR. C/W ALL APPLICABLE AD'S & UPDATED AD LIST. SEE AIRCRAFT HISTORICAL RECORDS FOR AD LISTING. LUBED AIRCRAFT AS REQUIRED. WASHED & CLEANED AIRCRAFT. RAN & CHECKED OPERATION & CHECKED FOR LEAKS. TEST FLIGHT WAS COMPLETED.

Bobby R Meadows
BOBBY R. MEADOWS

A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

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

INSPECTOR AUTHORIZATION 428906924

Bobby R Meadows

Total time

14859.0

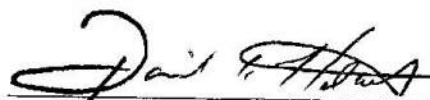
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02-07-2007 LOG BOOK ENTRY N414PH 3998.3 hobbs Work Order 1898

Removed C530A Control Unit, S/N 6312, PA495A-1 Actuator, S/N 5097, and PA495A-2 Actuator, S/N 7422 and sent to Autopilots Central, Inc. for repair. See Autopilots Central, Inc. WO# SH06-13694. Sent CA550A/FD, S/N 6170 to Autopilots Central, Inc. for repair. See Autopilots Central, Inc. Wo# SH07-13948. Reinstalled in aircraft.



David Heath
Heath Aviation
FAA CRS HVDR337X

3-6-07 N414PH S/N 414A-0421 4011.1 HRMTR TT A/F 4873.1
LEFT SIDE, CENTER RT. COWL RECEPTACLE STRIP CRACKED @ RECEPTACLE
& HAS CORROSION ON LEFT TOP COWL. REPAIRED AFFECTED AREAS.
INSTALLED NEW FASTENERS 3 EA P/N 40S5-5S & 1 EA P/N 40S5-7S.



BOBBY R. MEADOWS

A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

6-3-07 N414PH S/N 414A-0421 4049.2 HRMTR A/F TT 4911.2
AD 2000-01-16, EXHAUST INSPECTION DUE. C/W BY VISUAL INSPECTION.
C/W PARA. B. NO DEFECTS FOUND. DUE AGAIN IN 50 HOURS @ 4961.2 A/F
TT (4099.2 HRMTR) OR 30 DAYS (7-3-07), LATER OF THE TWO. C/W ALL
APPLICABLE AD'S & UPDATED AD LIST. SEE AIRCRAFT HISTORICAL RECORDS
FOR AD LISTING.



BOBBY R. MEADOWS

A&P 428906924

B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930

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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 1st Beechcraft, 400-18-1, S/N 2386, 2nd United, 5934P-3, S/N 461171
THE ENCODER MAKE, MODEL, & SN Narco, AR850, S/N 41537 WERE TESTED TO 20,000 FT

SIGNATURE [Signature] DATE 07/20/07

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY CFR 91.413 HAS BEEN PERFORMED THIS DATE AND FOUND TO COMPLY. TRANSPONDER MAKE, MODEL, & SN King, KT76C, S/N 9294

SIGNATURE [Signature] DATE 07/20/07

WORK ORDER # 2056

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 Beechcraft
MODEL 400-18-1 SN 2386 THE ENCODER
MAKE Narco MODEL AR850 SN 41537 WERE
TESTED TO 20,000 FT
SIGNATURE [Signature] DATE 7-18-08

I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED THIS DATE, AND FOUND TO COMPLY. TRANSPONDER MAKE King MODEL KT76C
SN 9294
SIGNATURE [Signature] DATE 7-18-08

NAME	DATE	N	WORK ORDER
MAKE	PART NO.	SERIAL NO.	CHECKED BY
ALT	ALT/ENC	PRCTN	ALT/ENC
TEST	TEST	TEST	TEST
DIFFERENCE	DIFFERENCE	DIFFERENCE	DIFFERENCE
1000	0	0	XXXX
0	0	XXXX	14000
500	0	XXXX	15000
1000	0	0	16000
1500	0	XXXX	18000
2000	0	0	20000
3000	0	0	22000
4000	0	XXXX	25000
5000	0	0	30000
6000	10	0	XXXX
8000	10	0	XXXX
10000	10	0	XXXX
			50000

BAROMETRIC SCALE ERROR
PRESSURE (IN OF HG) ALTITUDE DIFFERENCE FT. ALTIMETER READS

28.10	-1727	-1760
28.50	-1340	-1390
29.00	-863	-910
29.50	-392	-435
29.92	0	-35
30.50	+631	+500
30.90	+893	+870
30.98	+974	+930

TOLERANCES

18,000 FT CASE LEAK TEST 13
HYSTERESIS TEST NO. 1(50%) 20
HYSTERESIS TEST NO. 2(40%) 10
AFTER EFFECT TEST 0
ENCODER PART NO. _____
ENCODER SERIAL NO. _____

HA form 100

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[illegible]

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																																																																																																																
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				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 <u>DAVID</u> MODEL <u>S934P-3</u> S/N <u>461171</u> THE ENCODER MAKE _____ MODEL _____ S/N _____ WERE TESTED TO _____ FT SIGNATURE <u>JP Heath</u> DATE _____ I CERTIFY THAT THE TRANSPONDER TEST REQUIRED BY FAR 91.413 HAS BEEN PERFORMED THIS DATE, AND FOUND TO COMPLY, TRANSPONDER MAKE _____ MODEL _____ S/N _____ SIGNATURE _____ DATE _____ <table border="1"> <thead> <tr> <th>NAME</th> <th>DATE</th> <th>N</th> <th>WORK ORDER</th> </tr> </thead> <tbody> <tr> <td>MAKE</td> <td>PART NO.</td> <td>SERIAL NO.</td> <td>CHECKED BY</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="4">ALTITUDE PRESSURE & FRICTION TEST</th> <th colspan="4">BAROMETRIC SCALE ERROR</th> </tr> <tr> <th>ALT FEET</th> <th>ALTITUDE DIFFERENCE</th> <th>FRICTN TEST</th> <th>ALTITUDE DIFFERENCE</th> <th>ALTITUDE DIFFERENCE</th> <th>ALTITUDE DIFFERENCE</th> <th>ALTITUDE DIFFERENCE</th> <th>ALTITUDE DIFFERENCE</th> </tr> </thead> <tbody> <tr> <td>1000</td> <td>0</td> <td>XXXX</td> <td>12000</td> <td>5</td> <td>0</td> <td>XXXX</td> <td>28.10</td> </tr> <tr> <td>0</td> <td>0</td> <td>XXXX</td> <td>14000</td> <td>10</td> <td>0</td> <td>XXXX</td> <td>28.50</td> </tr> <tr> <td>500</td> <td>0</td> <td>XXXX</td> <td>15000</td> <td>15</td> <td>0</td> <td>XXXX</td> <td>29.00</td> </tr> <tr> <td>1000</td> <td>0</td> <td>XXXX</td> <td>16000</td> <td>20</td> <td>0</td> <td>XXXX</td> <td>29.50</td> </tr> <tr> <td>1500</td> <td>0</td> <td>XXXX</td> <td>18000</td> <td>25</td> <td>0</td> <td>XXXX</td> <td>30.00</td> </tr> <tr> <td>2000</td> <td>0</td> <td>XXXX</td> <td>20000</td> <td>30</td> <td>0</td> <td>XXXX</td> <td>30.50</td> </tr> <tr> <td>3000</td> <td>0</td> <td>XXXX</td> <td>22000</td> <td>35</td> <td>0</td> <td>XXXX</td> <td>30.99</td> </tr> <tr> <td>4000</td> <td>0</td> <td>XXXX</td> <td>25000</td> <td></td> <td></td> <td></td> <td>30.99</td> </tr> <tr> <td>5000</td> <td>0</td> <td>XXXX</td> <td>30000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>6000</td> <td>0</td> <td>XXXX</td> <td>35000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8000</td> <td>0</td> <td>XXXX</td> <td>40000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>10000</td> <td>0</td> <td>XXXX</td> <td>45000</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>50000</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> 18,000 FT CASE LEAK TEST <u>10</u> HYSTERESIS TEST NO. 100% <u>10</u> HYSTERESIS TEST NO. 200% <u>10</u> AFTER EFFECT TEST _____ ENCODER PART NO. _____ ENCODER SERIAL NO. _____	NAME	DATE	N	WORK ORDER	MAKE	PART NO.	SERIAL NO.	CHECKED BY	ALTITUDE PRESSURE & FRICTION TEST				BAROMETRIC SCALE ERROR				ALT FEET	ALTITUDE DIFFERENCE	FRICTN TEST	ALTITUDE DIFFERENCE	ALTITUDE DIFFERENCE	ALTITUDE DIFFERENCE	ALTITUDE DIFFERENCE	ALTITUDE DIFFERENCE	1000	0	XXXX	12000	5	0	XXXX	28.10	0	0	XXXX	14000	10	0	XXXX	28.50	500	0	XXXX	15000	15	0	XXXX	29.00	1000	0	XXXX	16000	20	0	XXXX	29.50	1500	0	XXXX	18000	25	0	XXXX	30.00	2000	0	XXXX	20000	30	0	XXXX	30.50	3000	0	XXXX	22000	35	0	XXXX	30.99	4000	0	XXXX	25000				30.99	5000	0	XXXX	30000					6000	0	XXXX	35000					8000	0	XXXX	40000					10000	0	XXXX	45000								50000				
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				7-27-07 N414PH S/N 414A-0421 4073.2 HRMTR TT 4935.2 DE-FUELED AIRCRAFT. LEFT FWD FUEL TANK DRAIN LEAKING. INSTALLED NEW LEFT FWD FUEL TANK DRAIN VALVE P/N 79C1 & NEW PACKING P/N MS29513-020. INSTALLED NEW RT FUEL CAP LANYARD P/N 452-16-12. AD 95-09-13 FUEL INLET FLOAT VALVE INSP DUE. C/W BY INSPECTION IN ACCORDANCE WITH CESSNA MEB 93-10R1. NO DEFECTS NOTED. DUE AGAIN IN 600 HOURS @ ACFT. T.T. 5535.2 HRS. RESERVICED ACFT WITH FUEL & CHECKED FOR LEAKS. NO LEAKS DETECTED. RAN ACFT & CHECKED OPERATION. <i>Bobby R. Meadows</i> BOBBY R. MEADOWS A&P 428906924 B&M AIRCRAFT SERVICES, LLC RT. 1 BOX 471 GREENWOOD, MS 38930																																																																																																																																
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				10-25-2007 N414PH S/N 414A0421 4092.0HMTR TTAF 4954.0
				AIRCRAFT OPENED FOR 100 HOUR INSPECTION. I CERTIFY THIS
				AIRCRAFT WAS INSPECTED IAW A 100 HOUR INSPECTION PER CESSNA
				SERVICE MANUAL INSPECTION GUIDE DATED 4/2005 REV 14 AND WAS
				FOUND AIRWORTHY. COMPLIED WITH ALL ANNUAL REQUIREMENTS.
				REMOVED LEFT MAIN GEAR UPLOCK ACTUATOR SEQUENCE VALVE AND
				RESEALED WITH NEW PACKING MS 28775-010,MS28775-113,MS28778-
				10,MS28778-5,SEAL P# P82A5907 AND BACKUP RING P# S1628-
				010;PERFORMED GEAR RETRACTION TEST NORMAL AND EMERGENCY,AIR
				bled FROM THE SYSTEM AFTER THE BLOWDOWN TEST AND SERVICED
				BLOWDOWN BOTTLE WITH NITROGEN. REPLACED ALL BRAKE LININGS ON
				LEFT AND RIGHT MAIN WITH PN 66-066 CLEVELAND LININGS;SERVICED
				WHEEL BEARINGS AND HYDRAULIC SYSTEM AND BAKE SYSTEM WITH
				MIL 5606;INSPECTED LANDING GEARS AND LUBRICATED ZIRK FITTINGS
				AND UPLOCK ROLLERS;CHECKED THE HYDRAULIC RESERVOIR SIGHT
				TUBE AND FOUND IT TO BE PLIABLE WITH NO LEAKS; REPAIRED SEVERAL
				PINHOLE LEAKS IN DEICE BOOTS USING CHEMSEAL A2 (EQUIV TO
				EC801);REPLACED VACUUM RELIEF FILTERS WITH NEW
				PN B3-5-1;INSTALLED NEW ENGINE AIR INLET FILTERS PN 12-8156;
				SERVICED DEICE ALCOHOL RESERVOIR WITH ISOPROPYL ALCOHOL AND
				TESTED WINDSHIELD DEICE-FUNCTION TEST OK; REMOVED AIRCRAFT
				BATTERY M#G246 S#G02084132 AND INSTALLED NEW P#G246 S# G02336383
				AND FUNCTION TEST AND SG OK;ELT FUNCTION TEST PER FAR
				91.207(d);ELT BATTERY DUE REPLACEMENT 10-2008;CLEANED BOTH
				ENGINE AIR INDUCTION FILTERS WITH COMPRESSED SHOP AIR;CLEANED
				LEFT AND RIGHT MAIN FUEL FILTERS AND REINSTALLED USING NEW O-
				RINGS P#'S MS29513-237 & MS29512-05; SERVICED A/C HYDRAULIC
				RESERVOIR WITH MIL 5606; REMOVED TURN & SLIP WITH YD INDICATOR
				P# TS200-2B(509-0001-909) S# 2550 AND INSTALLED OH UNIT P# TS200-2B(509-
				0001-909) S#M1220 (OH BY METRO AIRCRAFT INSTRUMENTS);
				REPLACED RIGHT ENGINE OIL COOLER P# 8000440 WITH NEW OIL COOLER
				P#8000440 S# 1752652 DUE TO BROKEN REAR CROSS BRACE; REPAIRED 3
				INCH TRAILING EDGE RIGHT WING INBOARD OF AILERON AND PAINTED
				REPAIR;DEFUELED LEFT WING TANK, CLEANED SEALANT FROM FORWARD
				INBOARD SEAM AND RESEALED WITH CSB2,WING REFUELED AND LEAK
				CHECKS OK;APPLIED 2ND FROM INBOARD VG ON LEFT WING WITH NEW VG
				(PREVIOUSLY INSTALLED VG OF WRONG SIZE);INSTALLED 3RD FROM
				INBOARD VG WITH NEW VG DUE TO BEING MISSING;REMOVED
				INSPECTION PANEL ON AFT LOWER FUSELAGE AND
				STRIPPED,ALODYNE,PRIMED AND PAINTED DUE TO CORROSION; CLEANED
				FLAP AREA AND NACELLE BAGGAGE AREA AND TREATED WITH
				ATOMIZED ACF-50 FOR CORROSION PREVENTION; SERVICED PROP DOMES
				WITH NITROGEN AND LUBRICATED PROPS, DRESSED LEADING EDGES AS
				NEEDED; CW AD 2000-01-16 EXHAUST SYSTEM CRACK/LEAKAGE PARA B

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(NO DEFECTS) NEXT DUE 50 HOURS OR 30 DAYS -WHICHEVER
LATER; PARA C NEXT DUE 10/2008; PARA E NEXT DUE 10/2008;
CW AD 2004-21-05 HEATER PRESSURE DECAY TEST PER PARA E1i and ii,
NEXT DUE 10/2009 OR HEATER HMETER 1408.1; CW AD 2004-25-16 R1 FUEL
REGULATOR SHUTOFF VALVE PER KELLY AEROSPACE SB A-107A, NEXT
DUE TTAF 5054.0; AIRCRAFT VACUUMED, WASHED AND TEST FLIGHT

BY Gerry Mosley END—

K. Beasley CFI, II, MGI #3040TT3, 01/09
KELLY BEASLEY

GERRY MOSLEY, AP 2731840IA

I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IAW AN ANNUAL
INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION
AT TIME OF INSPECTION. TTAF 4954.0-END

Gerry Mosley
GERRY MOSLEY, AP2731840IA

11-27-2007; Hobbs 4143.3; C/W AD 2000-01-16 by visual
inspection IAW Para (B) No defects found and due next 4193.3 or
30 days, whichever is later. END--

Gerry Mosley Gerry Mosley AP2731840

1-18-2008; Hmtr 4175.0, replaced broken fuel gascolator drain tube
with new tube PN 50C4 (RAM); CW ad 2000-01-16, amnd 39-
11514 para (b) by visual inspection. No defects noted; next due 2-
18-2008 or Hmtr 4225.0 whichever is later. Removed and replaced
left engine turbo wastegate and installed OH unit PN 470908-9012,
SN TER0231 (RAM) and adjusted APC per Manual Ch 9, page 9-
66 and 9-67. Engine ran and no further adjustments necessary.
END--

Gerry Mosley Gerry Mosley AP 2731840IA

3-12-2008; Hobbs 4217.7; CW AD 2000-01-16, amnd 39-11514 para
(b) by visual inspection. No defects noted, next due 4-12-2008 or
Hobbs 4267.7, whichever comes later. END--

Gerry Mosley Gerry Mosley AP2731840IA

4-25-2008; Hobbs 4245.5; removed defective hydraulic
pressure switch and installed new switch part number
9910287-10, serial number 7295. Engines started and
annunciator light functions normal. END--
Gerry Mosley Gerry Mosley AP2731840IA

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME

5-29-2008; Hobbs 4258.8; CW AD 2000-01-16, amnd 39-11514 para (b) by visual inspection found crack on no 2; replaced exhaust system right engine no. 2, 4, 6; no other defects. next due Hobbs 4358.8 or 6-29-2008 WCF. END.
Gerry Mosley AP27318401A

A.I.R. P.O. Box 2604 Laurel MS 39442 (601) 270-5507

DATE: 09-10-08 N414PH ~~Left Prop~~ Airframe
TACH: 4307.0 TSO: TSN:

1. Installed new left aft fuel sump drain and resealed left inboard fuel tank
I certify that this aircraft has been repaired in accordance with the Cessna 414A maint.
manual along with current FAA regulations and is approved for return to service.

David Sanford
DAVID SANFORD A&P 3032129

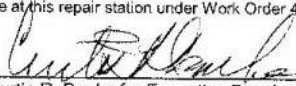
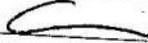
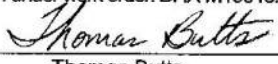
10/23/2008; N414PH S/N 414A-0421 4313.0 Flt Hr Mtr TTAF 5175.0
Lt Engine TTSN 4409.3; TSMOH 812.4; TSTOH 0006.0; Rt Engine TTSN 7279.2; TSMOH 812.4
TSTOH 0006.0; Lt Prop TTSN 3673.8; TSPOH 0006.0; Rt Prop TTSN 3673.8; TSPOH 0006.0

Aircraft opened for inspection; Replaced all pressurization ducts (kit from RAM); performed gear Retraction test and emergency blow-down, serviced blow down bottle to 2000psi; serviced wheel bearings;

Checked brake linings; serviced all hydraulic levels; replaced vac relief filters; replaced air induction filters PN 12-8156; serviced alcohol level; Replaced ELT battery (next due 12/2010); ELT function per 91.207 (d); weighed fire extinguisher; resealed leak on left wing tank; cleaned gascolators and replaced seals MS29513-237 MS29512-05; CW following SID's 57-10-26, 57-10-25, 32-30-04, 57-10-15, 57-10-23, 32-20-00 due to time item; CW AD's 2000-01-16 Exhaust System Crack/Leakage Para B (no defects, next due 50 hours or 30 Days WCF; Para C next due 10/2009; Para E next due 10/2009; See updated AD listing; serviced oxygen bottle to 1100psi; replaced left nav light bulb PN 7512-24; replaced cabin pressure inlet filter PN AM103535; Replaced fuel filler cap o-rings MS29513-338; All work per Cessna Inspection Manual D778-34-13 and part 43.13 Appendix D; I certify this aircraft was inspected IAW an Annual Inspection and found airworthy for flight test and RTS after flight test.

Gerry Mosley AP2731840IA

12/19/2008:N414PH, Hobbs 4360.3 CW AD 2000-01-16 Exhaust sytem crack/leakage,para B(no defects) next due 50 hours or 30 days WCF;Replaced EGT gauge with new gauge PN 46158;Engines started and powered taxi test to function check EGT gauge operation was satisfactory..END-
Gerry Mosley AP2731840IA

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				 Executive Beechcraft inc. BBA Aviation Phone: 816-842-8484 Fax: 816-480-3505 N414PH 414A0421 Hobbs: 4337.5 18 Nov 2008 Replaced pilot's push-to-talk switch. This article was repaired in accordance with current regulations of the FAA. It was found to be airworthy with respect to the work performed and is approved for return to service. Pertinent details of the work performed are on file at this repair station under Work Order 4657. Inspector Signature:  Curtis R. Banks for Executive Beechcraft, Inc. CRS: AKGR142C
				2/19/2009;N414PH;Hobbs <u>4410.9</u>;replaced fuel totalizer batteries and function test ok; removed defective attitude indicator CP side and installed OH unit PN 36101C, SN30607,function test ok;replaced all landing gear tires and serviced with nitrogen;sealed small pinholes in Left inboard deice boot. Aircraft approved RTS.END— Gerry Mosley  AP2731840IA
				3/23/2009;N414PH; Hobbs 4431.5; CW AD 2000-01-16 Exhaust System Cracks/Leakage per Para B, no defects found, next due 50 hours or 30 days WCL.END Gerry Mosley  AP2731840IA
				Constant Aviation 4243 East Lake Blvd Birmingham, AL 35217 FAA CRS Y4MR806Y
				N414PH S/N: 414A0421 Hobbs: 4487.3 Date: 7-01-2009 1. Troubleshoot alternator not charging found broken wires on right engine alternator. Repaired wires IAW Cessna 414A MM Section 2-63. Op checks good. I certify that this aircraft, airframe, aircraft engine, propeller, or appliance has been inspected and repaired in accordance with current Federal Aviation Administration regulations and is approved for return to service. Pertinent details are on file at this station under work order: BHX-M19040. Authorized Signature:  Date: 7-01-2009 Thomas Butts
				SUB-TOTALS this page TOTALS—Carry forward to next page

