

ENGINE LOG

LOG #1



N8117Z

BOB WESSLEY

713-469-7814

G & N AIRCRAFT, INC. / Limited Piston Engine Warranty

Effective 1/4/88. G & N Aircraft, Inc., (hereinafter "G & N") makes the following warranty to its customer, subject to the limitations, conditions and exclusions set forth below.

WARRANTY COVERAGE - For a period of six (6) months after date of delivery to customer, or 240 hours of operation, whichever occurs first, G & N Aircraft, Inc. shall repair or replace, at its option, any aircraft engine, accessory, or part which is found to be defective, to G & N Aircraft, Inc.'s satisfaction, within said warranty period.

For engine warranty after six (6) months from date of delivery to customer and prior to the expiration of 1000 hours, the cost of repair or replacement (including the cost of parts and labor), at G & N Aircraft, Inc.'s option, shall be prorated in the following manner. The customer shall pay the net price for a newly remanufactured engine equal to the current list price for the engine divided by 1000 hours, and then multiplied by the number of hours on the repaired or replaced engine (which shall be deemed the greater of the actual logbook hours, recorded tachometer hours or hours or time at forty (40) hours per month from the date of delivery). Reasonable labor costs associated with the repair of a warranted engine shall be prorated in the same manner on the basis of a flat rate schedule established by G & N Aircraft, Inc.

After the initial six (6) months from date of delivery or 240 hours of operation, G & N Aircraft, Inc. will not assume any responsibility for the repair or replacement of engine accessories, E. C. magneto, starter, alternator, ignition harness, turbocharger, etc.

Replacement parts supplied for warranted engines still covered by manufacturer's warranty are supplied on an exchange basis. G & N Aircraft, Inc. will pursue warranty claims with the manufacturer on the owner's behalf. Any allowance by the manufacturer will be credited to the operator's account.

CONDITIONS AND PROCEDURES FOR OBTAINING WARRANTY WORK - The foregoing warranty shall be effective only if the engine or component to be serviced is returned to G & N Aircraft, Inc.'s facility at customer's expense, together with particulars in writing of the nature of the defect. The customer or his representative should contact G & N Aircraft, Inc. for verification and authorization of warranty prior to return and/or repair. Written authorization must be obtained from G & N Aircraft, Inc. before repairs covered by warranty can be performed other than by G & N Aircraft, Inc. In no event shall allowable labor costs exceed

local published shop rates. The foregoing warranty shall apply if and only if the engine has been properly installed and maintained in accordance with current approved standards of the FAA and current recommendations of the manufacturer as specified in applicable factory manuals and service bulletins. The performance of recommended inspections and maintenance must be documented by logbook entries which must accompany any engine returned for warranty work. Defects must be discovered within the warranty period and G & N Aircraft, Inc. must be given prompt notice thereof in writing, within ten (10) days after discovery.

LIMITATIONS, EXCLUSIONS, AND DISCLAIMERS - G & N Aircraft, Inc. shall not assume freight charges, transportation or delivery expenses, costs, or airframe repairs, all of which are excluded under this warranty. G & N Aircraft, Inc. does not warrant parts, materials or services supplied which are covered by manufacturer's warranty. This warranty shall not apply to any engine which has been subject to misuse, neglect, accident or damage from the elements, or which has been installed, repaired or maintained or altered in any manner which, in the judgement of G & N Aircraft, Inc. has had an adverse effect on the engine or part. This warranty shall not apply to any engine which has been operated under conditions which exceed the manufacturer's recommendations. This warranty shall not apply to any engine which has been repaired or altered, in any manner other than by G & N Aircraft, Inc., or its representative.

THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED, ARISING BY OPERATION OF LAW OR OTHERWISE, INCLUDING WITHOUT LIMITATION THE WARRANTY OR MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE WHICH WARRANTIES ARE HEREBY EXCLUDED. G & N Aircraft, Inc.'s liability hereunder shall be limited to the repair or replacement of any engine or part found to be defective within the applicable warranty period as set forth above. IN NO EVENT SHALL G & N AIRCRAFT, INC. BE LIABLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES OR ECONOMIC LOSS OF ANY NATURE WHETHER ARISING IN CONTRACT OR TORT, INCLUDING STRICT LIABILITY IN TORT OR NEGLIGENCE ON THE PART OF G & N AIRCRAFT, INC. The foregoing limitations and exclusion with respect to implied warranties, and the exclusion of incidental or consequential damages may not apply in those states which prohibit such limitations or exclusions. This warranty gives customer specific legal rights, and the customer may have other rights which vary from state to state.

Warranty No. _____

Engine Serial No. _____

Aircraft Registration No. _____



G & N AIRCRAFT, INC.

1701 East Main Street
Griffith, Indiana 46319
Tel: (219) 924-7110

ENGINE LOG

This is to certify that the engine described hereafter has been overhauled to manufacturer's new parts limits

Engine disassembled, cleaned, inspected and reassembled in accordance with manufacturer's overhaul instructions. All steel parts magnafluxed. Engine test run in F.A.A. approved test cell.

All applicable Airworthiness Directives and Manufacturer's Service Bulletins are in compliance.

A description of these repairs is on file at this agency under:

JOB NO. 39844

MFG. AVCO Lycoming

Serial No. L-21939-40A

DATED May 25, 1988

MODEL O-540-J3A5D

Time in svc. 1568.9 hr.



G & N AIRCRAFT, INC.

1701 East Main St., Griffith, IN 46319
Telephone: (219) 924-7110

Eugene R. Comer

Authorized Signature

C.R.S. #3125

The Accessories Listed Below Were Overhauled and Supplied With This Engine

ENGINE Lyc. O-540-J3A5D SN L-21939-40A DATE May 25, 1988

MAG.	<u>10-382560-11</u>	<u>28989</u>	PROPELLER	<u>None</u>
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MAG.	<u>None</u>	PROP.GOV.	<u>None</u>
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ALT./GEN.	<u>None</u>	TACH.GEN.	<u>None</u>
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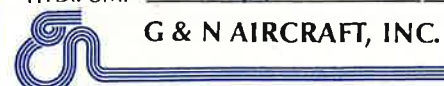
INT./CARB.	<u>10-5054</u>	<u>BZ-16-1932</u>	TURBO CHARGER	<u>None</u>
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FUEL PUMP	<u>None</u>	WASTE GATE	<u>None</u>
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STARTER	<u>MZ4222</u>	<u>None</u>	<u>3M000261</u>	CONTROLLER	<u>None</u>
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VAC.PUMP	<u>None</u>	CONTROLLER	<u>None</u>
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HYD.PUMP	<u>None</u>	REL.VALVE	<u>None</u>
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G & N AIRCRAFT, INC.

1701 East Main St., Griffith, IN 46319
Telephone: (219) 924-7110

W.O. 39844

Eugene R. Comer

Authorized Signature

C.R.S. #3125

Total To
Carry Forward

TYPE Piper PA28-236
N# 8117Z
S/N 28-8011026
ENG. Lyc. 0-540-J3A5D
S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
ENGINE LOG BOOK INSERT

DATE 6-10-88
W.O.# 6999
T.T. 1568.9
TSMOH 0.0
REC. HR METER 1568.9

The engine was reinstalled after being overhauled by G & N Aircraft, Inc. New engine mounts and fuel pump were installed and new fluid lines were fabricated and installed. Alternator, vacuum pump and propeller governor were reused. Both the propeller and propeller governor were sent to Aircraft Propeller Service, Inc., to be flushed. (See service tags) Engine was serviced with 12 quarts of Phillips 20w50 type "M" mineral oil. All baffles were checked and repaired as needed. All components were installed with new gaskets and hardware as needed. Repaired carburetor air box by replacing bushings and bolts as required. Engine was checked for proper operation and test flown.--End--

Nelson E. Cadwallader
Nelson E. Cadwallader
A&P327504630

TYPE Piper PA28-236
N# 8117Z
S/N 28-8011026
ENG. Lyc. 0-540-J3A5D
S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
ENGINE LOG BOOK INSERT

DATE 6-10-88
W.O.# 6999
T.T. 1568.9
TSMOH 0.0
REC. HR METER 1568.9

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

Bruce Rebechini
Bruce Rebechini
A&P22249311A

TYPE PA28-236
N# 8117Z
S/N 28-8011026
ENG. Lycoming 0-540-J3A5D
S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
ENGINE LOG BOOK INSERT

DATE 7-25-88
W.O.# 7118
T.T. 1587.0
TSMOH 18.1
REC. HR METER 1587.0

At this time the engine oil was drained and filter cut open and inspected. The engine was serviced with twelve quarts of Phillips 20w50 type "M" mineral oil. Engine was run up and checked for leaks.--END--

Dave Makeever
Dave Makeever
A&P342521407

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
11-14-88	Brought Forward →	TACH: 1629.1		CHANGED OIL AND FILTER.
				THE ENGINE WAS SERVICED WITH TWELVE QUARTS OF
				AEROSHELL 15/50 DETERGENT OIL AND A NEW CH48103
				OIL FILTER. FILTER WAS CUT OPEN AND INSPECTED
				AND ENGINE RUN UP AND CHECKED FOR LEAKS.
-END-	FRANKFORT AVIATION SERVICE, INC.			
	FRANKFORT, IL 60423			
	W.O.# 7276			
	SIGNATURE <i>Steve Mahoney</i>			
	AP 342521407			
Total To Carry Forward				

TYPE PA28-236
 N# 8117Z
 S/N 28-8011026
 ENG. Lyc. 0-540-J3A5D
 S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
 FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
 AUTHORIZED CESSNA DEALER
 ENGINE LOG BOOK INSERT

DATE 12-16-88
 W.O.# 7289
 T.T. 1636.1
 TSMOH 67.2
 REC. HR METER 1636.1

At this time the engine oil was drained and the filter was cut open for inspection. All six cylinders were removed due to high oil consumption and sent back to G & N Aircraft in Griffith, IN. The cylinders were honed, valves were cleaned, inspected and new rings were fit to the cylinders. The cylinders were then reinstalled with new gaskets, seals and hardware in accordance with Lycoming overhaul manuals. The engine was serviced with 12 quarts of Aeroshell 80 straight weight S.A.E. 40. A new CH48103 oil filter was installed. The aircraft was then test flown for a break-in period.--END--

Michael E. Howe
 Michael E. Howe
 A&P358466285

TACH: 1670.0
 5/3/89 W.O.#: 7439 AT THIS TIME THE ENGINE OIL WAS DRAINED AND THE OIL FILTER WAS CUT OPEN FOR INSPECTION. THE ENGINE WAS SERVICED WITH 7 qts. OF AEROSHELL STRAIGHT WEIGHT 80 OIL AND A NEW CH48103 OIL FILTER WAS INSTALLED. THE #1 EX. GASKET WAS REPLACED OVERS.

[illegible]

cont. WITH A NEW 77611 NO-BLOW GASTIGHT. THE ENGINE WAS GROUND RAN TO CHECK FOR LEAKS - END -

Michael J. Rowe
AP358466285

TYPE PA28-236
N# 8117Z
S/N 28-8011026
ENG. Lyc. 0-540-J3A5D
S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
ENGINE LOG BOOK INSERT

DATE 7-01-89
W.O.# 7492
T.T. 1681.4
TSMOH 112.5
REC. HR METER 1681.4

At this time the engine was inspected, serviced and cleaned in accordance with a 100 hour inspection as per Lycoming and Piper service manuals. The compression was checked with the following results: #1-72/80, #2-74/80, #3-74/80, #4-74/80, #5-76/80, and #6-74/80. The magneto to engine timing was checked. The spark plugs were cleaned, gapped, tested and rotated. The induction air filter was serviced and is to be replaced by a tach time of 1813.6 as per AD 84-26-02. The engine controls were checked for proper operation and lubed. All fuel screens were inspected and cleaned. Replaced the carburetor inlet tubing. All AD's were checked through bi-weekly 89-12. ---END--- I certify that this engine has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Michael E. Howe
A&P358466285

TYPE PA28-236
N# 8117Z
S/N 28-8011026
ENG. Lyc. 0-540-J3A5D
S/N L-21939-40A

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
ENGINE LOG BOOK INSERT

DATE 7-01-89
W.O.# 7492
T.T. 1681.4
TSMOH 112.5
REC. HR METER 1681.4

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



Bruce Rebechini
A&P2224931IA

Total To
Carry Forward

and Remarks

Signature


Certificate No.

8-29-89 TACH 1703.2 CHANGED OIL AND INSPECTED
OIL FILTER. THE ENGINE WAS SERVICED WITH
TWELVE QUARTS OF AEROSHELL 80 WEIGHT
MINERAL OIL AND A NEW CH48103 FILTER. THE
ENGINE WAS RUN AND CHECKED FOR LEAKS. - END -

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT, IL 60423

W.O.# 7569

SIGNATURE


A&P 342521407

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
12/8/89	Brought Forward →			CHANGED ENGINE OIL AND FILTER. TACH: 1746.0 SERVICED ENGINE WITH TWELVE QUARTS OF AEROSHELL 15W50 OIL AND A NEW CH48103 OIL FILTER. THE ENGINE WAS RUN UP AND CHECKED FOR LEAKS - END.
				FRANKFORT AVIATION SERVICE, INC. FRANKFORT, IL 60423 W.O.# 7638 SIGNATURE <u>Dave Makeever</u> A+P 342521407

and Remarks

McGHEE TYSON AIRPORT

ALCOA, TENN. 37701

CHEROKEE AVIATION INC.

PHONES
DESK 970-3047 SHOP 970-3098

Signature

37411

Certificate No.

NAME		DATE	
ADDRESS		2 / 25 / 91	
MAKE & MODEL	YEAR	AIRCRAFT	SERIAL NO.
PA28-236			8011026
REGISTRATION NO.	ENGINE	SERIAL NO.	
N8117Z			
RECEIVED	A.M.	LICENSE NO.	HOURS
	P.M.		1842
PROMISED	A.M.	PHONE WHEN READY	MIN.
	P.M.	YES <input type="checkbox"/> #	2
DATE DELIVERED	WRITTEN BY		
OPER. NO.	SERVICE INSTRUCTIONS		
	CHANGED OIL FILTER AEROSHELL 15W50		
	CLEAN AIRSIDE & COWLING		
	RAN AIRCRAFT CHECK FOR OIL LEAKS OIL.		

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			
9-12-91	TACH 1854 ² Preforced Annual Inspection IAW Service Manual Compresshuk #1-76 #2-74 #3-74 #4-74 #5-74 #6-72 Change oil & Filter #8103- 10 qts Aeroshell 15W50 Change Air filter - check & lubed all controls clean & caped plugs - AOCW - clean down Eng - Run up ok - Rat #188 #4322608165 DATE 9-12-91 TACH 1854 ² I CERTIFY That This Aircraft Engine Has Been Inspected In Accordance With A Annual Inspection & Was Determined To Be In Airworthy Condition			
Total To Carry Forward				

JE AVIATION INC.
4000 W. JEFFERSON STREET
JOLIET, ILLINOIS 60435

and Remarks	Signature	Certificate #
12-3-92 TACH 1875.6 This aircraft and engine is safe for 1 flight leaving IL. direct. Transport IL. 12-3-92, and no AD'S need to be complied with prior to said flight. (check found #AP 3705874V1)		
11/13/93 TACH: 1876.0 T.T. 81876.0 TSMOH 8307.1 AT THIS TIME THE ENGINE WAS OPENED, CLEANED, INSPECTED AND SERVICED IAW AN ANNUAL Insp. AS PER LYCOMING & P. IER SERVICE MANUALS. Comp. AS FOLLOWS: #1-74/80, #2-72/80, #3-72/80, #4-74/80, #5-64/80, #6-75/80 CHANGED OIL & FILTER CUT OPEN FOR Inspection. A New C148103 Filter WAS INSTALLED. THE ENGINE WAS SERVICED WITH 11 qts OF AEROSHELL 15W50. THE #2/#3 MUFFLER WAS OVERTHAULED BY OVER→		

Total To
Carry Forward

I certify that this ENGINE
has been inspected in accordance with
an Annual inspection and was
determined to be in airworthy condition.
South Suburban Aviation
* Michael S. Howe
* ATP 3584662851A

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →	October 27, 1993	Tach: 1921.0	
	Installed new alternator belt Piper P/N 425-823.			
	Reinstalled prop using new O-ring and torqued			
	lugs to 65 lbs. ft. per Piper Service Manual and			
	saffied. Run-up check - O.K. <u>Steven Hathopoulos</u>			
	AEP 321609225			
November 6, 1993	1943.1	Tach Time.	Removed	
		tachometer shaft and tachometer.	Installed new	
		tachometer shaft P/N 486-594.	Installed serviceable	
		tachometer B&W 98480-23 S/N 2139.	Tach reads	
Total To Carry Forward			continued	

[illegible]

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
11/17/94	Brought Forward →	1992.6 TTA/F	423.7 SMOH	OTACH
<p>Completed annual inspection per approved checklist this date. Engine removed for repair at G+N Aircraft and reinstalled per M.M. All work and parts installed listed on G+N tag attached. Installed replacement engine mount from Kosola & Associates. Replaced crankshaft gear per Lycoming S.B. 475. Serviced engine w/ 120$\frac{1}{2}$ 15W50 Aeroshell and CH4803 filter. Runup checked ok. NO leaks noted at this time. Replaced alternator unit with Electro systems #1628.</p>				
Total To Carry Forward				

and Remarks	Signature	Certificate No.
<p>AD'S CHECKED THRU: <u>94-1914</u> I CERTIFY THAT THIS <u>Eng</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p>	<p>THE AIRCRAFT / OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATORS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK</p> <p>ORDER NO. <u>6577</u> DATED <u>11/17/94</u></p> <p>SIGNED <u>John L. Beyer</u> FOR</p> <p>AMCORP FLIGHT CENTER REPAIR STATION NO. CCR-817C LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS</p>	

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
<p style="text-align: center;">South Suburban Aviation Frankfort, IL. 60423</p>				
N8117Z	Tach. reads: 74.6			
<p>Drained oil and removed filter. Checked filter for metal, none found. Replaced filter using (1) CH48103 oil filter. Added (11) qts. 15w50 Aeroshell oil.</p>				
<p>Complied with service bulletin 518A. Found airworthy as of this date, 3-22-95. Due again at next annual.-----END-----</p>				
<p style="text-align: right;">Work done for: South Suburban Aviation Chris Noel <i>Chris Noel</i> A&P358703728</p>				
Total To Carry Forward				

[illegible]

ENGINE LOG

Date	Engine Time		Recorder Reading	Maintenance
	This Date	Since Major		
	Brought Forward →			
12-1-95	0121.7	TOTAL A/F 2114.3	Completed 100 HR inspection 100%	
PA 28-236 and Log. D# 540 J3ASD S.M.S. Cdr	compression Test. 1) 71 2) 72 3) 70 4) 74 5) 66 6) 74. Removed oil pan and replaced gasket. Serviced w/ 9 qts of 15W50 oil. Replaced all spark plugs checked magnets timing. Repaired muffler shroud. Lubed controls. Replaced drain valve on oil pump. Replaced starter ring gear w/sg. Installed propeller and torqued bolts. Checked systems. Adjusted alternator belt tension. Cdr run and leak check. AP's checked through Doc-95. CB Entry C54K8785			
Total To Carry Forward				

and Remarks	Signature	Certificate No.
<p>I certify that the aircraft engine identified above has been inspected in accordance with current F.A.A. Regulations for full structural inspection, and is approved for return to service.</p> <p>Hourmeter <u>0121.3</u> Total Time <u>2114.3</u></p> <p> pertinent details of the report are on file at this Repair Station under Work Order # _____</p> <p><u>CR July</u> <u>12-1-95</u> (Signature of Authorized Representative) (Date) Campbell-Moore Ventures, Inc. d/b/a Redbird Air Motive Lock Box 43, Redbird Airport, Dallas, TX 75237 FAA Certified Repair Station C5VR676J</p>		
<p>12-29-95 202.2 Replaced IEGT probe w/ new unit and org tested. Replaced oil return fitting on cyl. #1. CR July 450022454 14</p>		

1-9-95, N8117Z, PA28-236, S/N 28-8011026, FHM:1157.4.....
RESEALED LH. & RH. BRAKE CALIPERS USING 2ea. AN6227-27 "O"
RINGS. REPLACED WITH NEW, RH. BRAKE BACKING PLATE P/N 73-11.
REPLACED LH. & RH. BRAKE LININGS, 4ea. P/N 66-105. SERVICED AND
BLED BRAKE SYSTEM.

Brought
Forward

Nathan C. Anderson

UNITED BEECHCRAFT, INC.

(Authorized Signature)

2450 No. Westshore Blvd.

Repair Station #WVG4R005M Tampa, FL 33607

WORK ORDER # 22950

5-29-96

Airframe

1157.0

Change oil and filter. Wash engine. Run
and leak check - OK.

The aircraft, airframe, aircraft engine, propeller, or
appliance identified above was repaired and
inspected in accordance with current Federal
Aviation Administration Regulations and is approved
for return to service.

Pertinent details of the report are on file at this Repair
Station under Work Order # 6150

Alton Northing

IA2030281

6/14/96

(Signature of Authorized Representative)

(Date)

Campbell Phoenix Ventures, Inc. d/b/a Redbird Air Motive
Box 43, Redbird Airport, Dallas, TX 75237
FAA Certified Repair Station C5VR878J

6-14-96

Airframe

1157.0

Checked and set magneto timing, installed
new left main tire, repaired stripped nut
plate on left main wheel fairing.

The aircraft, airframe, aircraft engine, propeller, or
appliance identified above was repaired and
inspected in accordance with current Federal
Aviation Administration Regulations and is approved
for return to service.

Pertinent details of the report are on file at this Repair
Station under Work Order # 6167

Alton Northing

IA2030281

6/14/96

(Signature of Authorized Representative)

(Date)

Campbell Phoenix Ventures, Inc. d/b/a Redbird Air Motive
Box 43, Redbird Airport, Dallas, TX 75237
FAA Certified Repair Station C5VR878J

NOTES

AD #80-17-14 N/A due to compliance of bendix
S/B GOSA 10-39-79