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RECORDKEEPING
SYSTEM

**AIRFRAME
MAINTENANCE
RECORDS**



AIRFRAME MAINTENANCE RECORDS

Log No. A

Aircraft Registration No. N2730P

Aircraft Mfg. the Lancair Co. Model L441-550FG Serial No. 41071

Engine Mfg. Telocline
Continental Model T510-550C Serial No. 914322

Engine Mfg. _____ Model _____ Serial No. _____

Propeller Mfg. Hartzell Model HC-H34F-1RF/E7LG3DF Serial No. LX102B

Hub Design No. _____ Hub Serial No. A74418B

Blade Design No. _____ Blade Serial No's. K17222

K17226

K17223

Propeller Mfg. _____ Model _____ Serial No. _____

Hub Design No. _____ Hub Serial No. _____

Blade Design No. _____ Blade Serial No's. _____

(All applicable information must be filled in)



AEROTECH PUBLICATIONS INC.

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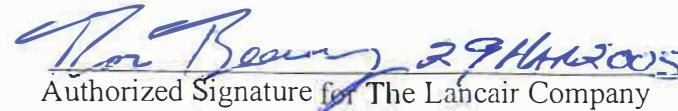
(631) 765-9375

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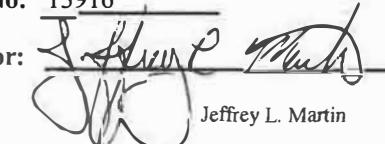
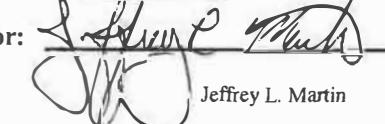
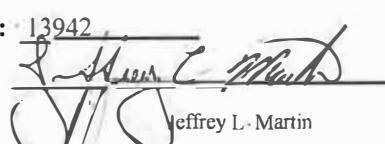
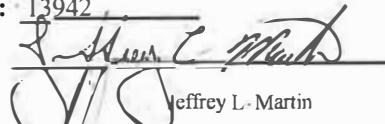
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Page No. _____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
3-21-05	0	0	
 THE LANCAIR COMPANY			
<p>The altimeter P/N 5934PAD3-A609, S/N 443164 The Trans-Cal SSD120-30A-RS232A, S/N SRA 10110 altitude reporting equipment and the pitot /static systems were tested as required by FAR 91.411, Lancair Document SC240001 Rev B, and was found to comply with FAR part 43 Appendix E. A static system leak test has been performed, and was found to comply with FAR 23.1325.</p>			
 Authorized Signature for The Lancair Company			
3-31-05	2.9	2.9	
 THE LANCAIR COMPANY			
<p>This aircraft was manufactured under FAA Production Certificate 719NM to Type Certificate Data Sheet A00003SE Revision 12. The following items were incorporated at the time of manufacture. Teledyne Continental TSIO-550C. Engine serial number 914322 Production flight testing has been completed pursuant to Lancair Document QC900001 Revision B. A check of Airworthiness Directives complied with using Bi-Weekly 2005-06. A Standard Airworthiness Certificate is applied for on this date.</p>			
 The Lancair Company			
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3/31/2005	2.9	2.9	
<p>A/C Model LC41-550FG Registration # N 2730P Serial Number 41071</p> <p>I FIND THAT THE ABOVE AIRCRAFT MEETS THE REQUIREMENTS FOR THE CERTIFICATE REQUESTED AND HAVE ISSUED A STANDARD AIRWORTHINESS CERTIFICATE, (FAA FORM 8100-2),</p> <p>DATED <u>3/31/2005</u></p> <p>THE NEXT INSPECTION IS DUE <u>03/2006</u></p> <p>Signed <u>Rich Arterburn</u> Rich Arterburn ODARF636210NM</p>			
Henry Weber Aircraft Distributors, Inc. Maintenance Release			
<p>N2730P 41071</p> <p>May 11, 2005 Airframe Logbook Hobbs : 42.0</p> <p>Replaced Boost Pump lamp. Complied with fuel flow set up per SID 97-3. Replaced faulty oil pressure switch wire terminal end. —END—</p> <p>The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under</p> <p>Order No: 13855 A & P: 86583416 Inspector: <u>Murray S. Fuller</u> Date: May 11, 2005 Murray S. Fuller</p> <p>500-B Airport Road, Lancaster Airport, Lititz, PA 17543</p>			
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			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P
			June 7, 2005 Airframe Logbook Hobbs: 76.9
			Serviced nose strut with hydraulic fluid and nitrogen to specification. Balanced nose wheel assembly and serviced nose wheel bearings. Oxygen bottle filled by Tower Aviation. —END—
			The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: <u>13877</u>  A & P: <u>2068733</u> Inspector:  Date: <u>June 7, 2005</u> Darwin H. Metzler 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P
			July 5, 2005 Airframe Logbook Hobbs 94.9
			Complied with AD 2005-12-20 in accordance with Lancair SB -05-005A, dated May 20, 2005. Elevator torque tube assembly was replaced with new upgraded unit PN: LC55273200 Rev. E. Elevator balance was re-calculated and found within limits @ +7.1" pounds and total weight of elevator at 25.72 pounds. Oxygen system filled to 1600 psi by Tower Aviation. Aircraft to be test flown by owner. —END—
			The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: <u>13894</u>  A & P: <u>2068733</u> Inspector:  Date: <u>July 5, 2005</u> Darwin H. Metzler 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			SUB-TOTAL this page
			TOTAL —Carry forward to next page

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			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P
			41010 Hobbs: 106.6
			July 28, 2005 Airframe Logbook
			Installed Nose Strut assembly. P/N LA71325000, S/N 4628-0013 in accordance with Lancair 400 Maintenance Manual, Chapter 32-20-00, section 32-9. —END—
			The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: <u>13916</u>  A & P <u>181483518</u> Inspector:  Date: <u>July 28, 2005</u> Jeffrey L. Martin 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P
			41010 Hobbs: 152.7
			Sept. 16, 2005 Airframe Logbook
			Complied with Service Bulletin 05-006A "Heat Shield". Cleaned Fuel Bowl screen, leak checks okay. —END—
			The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: <u>13942</u>  A & P <u>181483518</u> Inspector:  Date: <u>Sept. 16, 2005</u> Jeffrey L. Martin 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			SUB-TOTAL this page
			TOTAL —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P 41010
			January 30, 2006 Aircraft Logbook Touched up paint on all wheel pants, repainted nose strut cover. Replaced Turn Limits placard. Installed abrasion tape. Replaced step anti skid. —END— The component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: 14043 A & P: 86583416 Inspector: <i>Murray S. Fuller</i> Date: January 30, 2006 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P SN41071
			March 3, 2006 Airframe Logbook Removed and replaced left wing fuel sump drain. Reinstalled Inboard plate. Complied with Service Bulletin 06-001 P-Lead Hardware removed and reinstalled hardware in proper orientation. Leak check good. —END— The component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: 14074 A & P: 86583416 Inspector: <i>Murray S. Fuller</i> Date: March 3, 2006 500-B Airport Road, Lancaster Airport, Lititz, PA 17543

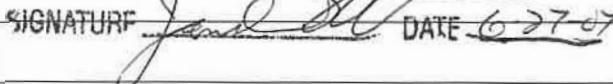
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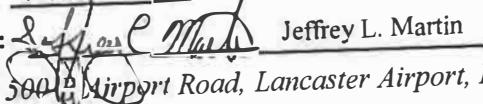
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			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P 41010
			Total Time: 342.8 Airframe Logbook Hobbs: 342.8
			Annual Inspection completed this date: Ad's check thru date—none due. Tested ELT Per 91.207(d) battery due October, 2006. Replaced oil pressure switch connector plug, tightened several oxygen lines. Replaced all brake pads. Replaced both main tires and tubes. Replaced tow strap hardware. Complied with SB 05-13A Oil Cooler Baffle upgrade. SW SL-06-004 Nose gear Strut hardware. Serviced brake reservoir. Tire pressure. Repacked wheel bearings, lubed control surfaces. —END— I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. Pertinent details of the repair are on file at this repair station under
			Order No: 14113 Inspection Authorization: 86583416IA Inspector: <i>Murray S. Fuller</i> Date: May 1, 2006 500-B Airport Road, Lancaster Airport, Lititz, PA 17543
			Henry Weber Aircraft Distributors, Inc. Maintenance Release
			N2730P
			August 31, 2006 Airframe Logbook Hobbs: 421.7
			Complied with Columbia Service Bulletin 06-002C Elevator Torque tube replacement. By replacing torque tube with PN LC55273200, Rev. H. Set travels. Operational test flight check normal. —END— The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under
			Order No: 14219 A & P: 86583416 Inspector: <i>Murray S. Fuller</i> Date: August 31, 2006 500-B Airport Road, Lancaster Airport, Lititz, PA 17543

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Henry Weber Aircraft Distributors, Inc.		N2730P	
Maintenance Release		S/N41071	
Oct. 12, 2006	Airframe Logbook	Hobbs: 432.3	
Replaced nose strut assy. Replaced nose wheel pant. Charged nose strut with nitrogen and installed turn limit placard. Op's check. —END—			
The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under			
Order No: 14258	A & P: 195604010		
Inspector: 	Date: Oct. 12, 2006		
David A. Cox			
500-B Airport Road, Lancaster Airport, Lititz, PA 17543			
9/27/07			
LANCASTER AVIONICS INC. CRS #LN/R261N I CERTIFY THAT THE ALTIMETER, ENCODER, AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E			
UNIT: TYPE: TESTED TO: #1 ALTIMETER Avadyne 25K #2 ALTIMETER United 25K ENCODER (S) TCI 25K STATIC SYSTEM TEST DATE 6/27/07 SIGNATURE  DATE 6/27/07			
6/27/07			
Repaired leak in static system due to plastic tube loose in fitting at static port. Reassembled fitting correctly & attached to port. Leak check OK. LANCASTER AVIONICS INC LANCASTER AIRPORT LITITZ, PA 17543 DATE 6/27/07 CERTIFICATE NO. LN7B261N SIGNED 			
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Henry Weber Aircraft Distributors, Inc.		N2730P	
Maintenance Release		SN 41071	
July 3, 2007	Airframe Logbook	T.T. and Hobbs: 472.3	
Completed Annual Inspection this date: Complied with AD 2007-07-06 in accordance with Columbia Service Bulletin SB-07-002. Next due July 2008. Complied with Service Bulletin, SB-06-003 "Aileron Mass Balance" and Service Bulletin SB-06-006 "P7-J7 Wire Relocation" Complied with Service Letter S.L. -06-020 "Tow Bar Ears". Inspected ELT per FAR 91.207(d). Replaced ELT battery, next due August, 2009. Replaced both brake discs and all brake linings. Reset Volume level on Aural Warning system. Repacked wheel bearings. Service Brake reservoir, lubed flight controls. —END—			
I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. Pertinent details of the repair are on file at this repair station under			
Order No: 14395	No: DY1R103K		
Inspector: 	Jeffrey L. Martin	Date: July 3, 2007	
500-B Airport Road, Lancaster Airport, Lititz, PA 17543			
6/27/07			
Henry Weber Aircraft Distributors, Inc. Maintenance Release			
Sept. 17, 2007	Aircraft Logbook	N2730P	
S/N 41071			
Hobbs: 502.8			
Repaired Right rear Bose headset connection wiring. Installed new Oxygen burst valve plug. End—			
The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under			
Order No: 14485	Certified Repair Station No: DY1R103K		
Inspector: 	Jeffrey L. Martin	Date: Sept. 17, 2007	
500-B Airport Road, Lancaster Airport, Lititz, PA 17543			
6/27/07			
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 <p>COLUMBIA LC41-550FG N2730P S/N41071 ACT/T506.6 REPLACED RIGHT MAIN LGD TIRE P/N301-249-006, S/N 71031264 AND TUBE P/N 097-500-0. SERVICED TO 55 PSI PER MM. INSTALLED WHEEL PANT. END. <i>Thomas J. Gorman A&P 90465875</i> CAPITOL AIR W/O# CA7934</p>			

Henry Weber Aircraft Distributors, Inc.
 Maintenance Release

N2730P
 41071



Hobbs 538.2

Installed new seat belt assembly at co-pilot's position. Replaced Aileron bellcrank access panel on left wing. Installed new wheel fairing on right main gear leg. —
 End —

The aircraft identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under

Order No: 14633

Certified Repair Station No: DY1R103K

Inspector: *Jeffrey L. Martin*

(Jeffrey L. Martin) Date: April 16, 2008

500-B Airport Road, Lancaster Airport, Lititz, PA 17543

1 Approving National Aviation Authority/Country: FAA/UNITED STATES	2 AUTHORIZED RELEASE CERTIFICATE FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG	3 Form Training Number: 1993638					
4 Organization Name and Address: Cessna Aircraft Company Cessna Parts Distribution Dept. 702 5800 E Pawnee, Wichita, KS 67218	5 Work Order Contract/Invoice Number: 820777						
6 Item	7 Description	8 Part Number	9 Equality	10 Quantity	11 Serial/Batch Number	12 Status/Grade	13 Remarks
4	STALL WARN	LA5333 0007-B	N/A	1	N/A	New	
AIRWORTHINESS APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL. PO# 202370							
CARBON MONOXIDE DETECTOR LOG BOOK REMINDER P/N: 452-201-005 S/N: 90103 Install date: 8/08/08 Overhaul Due Date: 5 years from install date Return to: www.coguardian.com							
14. Check the items identified below when manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and in a condition for safe operation <input type="checkbox"/> Non-approved design data specified in Block 12.		15. Other regulation specified in block 13		16. 14 CFR 43.9 Return to Service			
				<input type="checkbox"/> 14 CFR 43.9 Return to Service <small>Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 is accomplished in accordance with the applicable Federal Aviation Regulation and in a condition for safe operation when the items are approved for return to service.</small>			
17. Name (Typed or Printed): THERESA A. MAVEC, ODARF	18. Date (m/d/y): APR/21/2008	19. Name (Typed or Printed): 100129CE	20. Date (m/d/y): APR/21/2008	21. Approval/Certificate No.			
User/Installer Responsibilities <small>It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. When the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certificates. In all cases, aircraft maintenance records must contain an installation certificate issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</small>							

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			<p>AERO INDUSTRIES , INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>ENTER IN : AIRFRAME RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION PER AERO INDUSTRIES, INC. FORM 005, ANNUAL INSPECTION IN ACCORDANCE WITH CESSNA 400 AMM CHAPTER 5 INSPECTION CHECKLIST. ELT ANNUAL INSPECTION AND TEST IN ACCORDANCE WITH CFR PART 91.207(D) AND AERO ELT INSPECTION CHECKLIST. ELT BATTERY DUE CHANGE AUGUST 2009. COMPLIED WITH AD 2007-07-06 DATED APRIL 9, 2007 BY ACCOMPLISHING CESSNA SB 07-002 SECTION 2 MAINTENANCE ACTION AND CESSNA SB 07-018, INSTALLATION OF AILERON LINEAR BEARING ACCESS PANELS INTO BOTH WINGS AT WING STATION 86. COMPLETION OF CESSNA SB 07-018 IS CONSIDERED TERMINATING ACTION FOR AD 2007-07-06 AS NOTED ON SERVICE BULLETIN PAGE 1 NOTE. REMOVED, CLEANED AND RE-INSTALLED AILERON LINEAR BEARINGS. ELEVATOR LINEAR BEARING INSPECTION COMPLIED WITH, NO DEFECTS NOTED. ADJUSTED R7 POT FOR PROPER INDICATION ON NOSE UP TRIM LIGHTS. REPLACED LH MICRO-SWITCH ON FUEL SELECTOR VALVE WITH NEW P/N DC1C-A1RB FOR RH TANK SELECTION LIGHT AND FUEL ANNUNCIATION. OPERATIONAL CHECK GOOD. CLEANED PINS AND SOCKETS AT P3/J3 CONNECTORS AND HOBBS SWITCH CONNECTION, OPERATIONAL CHECK GOOD ON AURAL WARNING FOR FUEL VALVE. REPLACED CARBON MONOXIDE DETECTOR WITH NEW P/N 452-201-010, S/N ON: 85701, OPERATIONAL CHECK GOOD. COMPLIED WITH CESSNA SB 07-005, MLG INSPECTION & LOCTITE. INSTALLED TWO NEW P/N 32FS16 SUPPORT BUSHINGS AT EACH MLG LEG. COMPLIED WITH CESSNA SB 07-009C, REAR SEAT FLANGED BUSHINGS & RETENTION CLIP. VERIFIED CESSNA SB 05-003C, ECS FAN HOUSING PREVIOUSLY COMPLETED AND NEW FIBERGLASS IS INSTALLED. COMPLIED WITH CESSNA SB 07-007B, PITOT MOISTURE COLLECTION DRAIN TUBE ROUTING INSPECTION, NO DEFECT NOTED. VERIFIED PREVIOUS COMPLIANCE OF CESSNA SB 04-003B, FUEL SELECTOR KNOB. COMPLIED WITH AD 2007-16-10, KELLY TURBOCHARGER INSPECTION. THIS AD DOES NOT APPLY DUE TO THE CURRENT TURBOCHARGER SERIAL NUMBERS INSTALLED (IAL0263 & IAL0286). COMPLIED WITH AD 2007-26-09, HARTZELL PROP BLADE FATIGUE CRACKS ON ALUMINUM BLADE SHANKS. THIS AD DOES NOT APPLY TO THESE PROPELLER BLADES DUE TO SERIAL NUMBERS OF BLADES INSTALLED (K17222, K17223, K17226). COMPLIED WITH TCM SB 08-3 FOR THROTTLE & MIXTURE CONTROL ARM INSTALLATION INSPECTION, NO DEFECT NOTED. COMPLIED WITH CESSNA SB 07-017B, AVIDYNE GLARE SHIELD REINSTALLATION. COMPLIED WITH CESSNA SB 06-009B, ELEVATOR MASS BALANCE. COMPLIED WITH HAND-HELD FIRE EXTINGUISHER INSPECTION. REPLACED LH MAIN BATTERY WITH NEW P/N RG1215, S/N OFF: 40083050, S/N ON: 40213965. REMOVED RH MAIN BATTERY S/N 40079334, CAPACITY TESTED, RECHARGED AND REINSTALLED. THIS BATTERY (S/N 40079334) IS DUE TIME CHANGE IN APRIL 2009. COMPLIED WITH LH ALTERNATOR BELT INSPECTION AND TENSION CHECK. COMPLIED WITH 300 HOUR ENGINE FUEL NOZZLE CLEANING. COMPLIED WITH 500 HOUR FUEL SELECTOR VALVE INSPECTION. COMPLIED WITH 500 HOUR FUEL GAGE ACCURACY CHECK. COMPLIED WITH EXHAUST SYSTEM & TAIL PIPE INSPECTION. COMPLIED WITH 500 HOUR/BIENNIAL INSPECTION OF AILERON CONTROL RODS AND AILERON TRIM TAB FRICTION DEVICE. COMPLIED WITH ANNUAL INSPECTION OF ELEVATOR TORQUE TUBE. COMPLIED WITH EXHAUST SYSTEM PRESSURE TEST. REINSTALLED MOUNTING CLIP FOR RH CONTROL ROD COVER. REINSTALLED VELCRO ON BOTH REAR SEAT BOTTOMS. REAFTETED RH REAR ENGINE MOUNT WITH NEW SAFETY WIRE. INSTALLED NEW PLACARDS FOR RH FUSELAGE EMERGENCY HANDLE AND RH & LH DOOR OPEN PLACARDS. REPLACED LH ENGINE AFTERCOOLER WITH NEW UNIT, P/N OFF: 646462, S/N OFF: A05-3898-18, P/N ON: 656051, S/N ON: G08-6625-106. COMPLIED WITH 24-MONTH COMPASS SWING. UPDATED COCKPIT WITH NEW COMPASS CARD. COMPLIED WITH "PILOT ACTION" PER CESSNA SB 07-002D AND SB APPENDIX 1 FLIGHT CONTROL CHECKS FOR LINEAR BEARINGS, ALL CHECKED GOOD PRIOR TO FLIGHT TEST. COMPLIED WITH FLIGHT TEST FOR FUEL SET-UP PER TCM SID97-3E DATED 6/17/2008. ENGINE PERFORMANCE CHECKED GOOD WITH NEW ADJUSTMENTS. COMPLIED WITH AD 2008-06-28 R1, AVIDYNE PRIMARY FLIGHT DISPLAYS: INSPECTED RECORDS, THIS AD DOES NOT APPLY DUE TO AVIDYNE PFD PART NUMBER AND SERIAL NUMBER. ALL AD'S ARE CURRENT AND UP TO DATE FOR THIS AIRCRAFT. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.</p> <p>AIRCRAFT TOTAL TIME: 578.7 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 50084.</p> <p>SIGNATURE: <i>Howard C. Steel</i> CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p> <p>26 AUG 08 578.7</p> <p>4W SB 08-004 4W <i>Lancaster, PA 2818601</i></p> <p>SUB-TOTAL this page</p> <p>TOTAL—Carry forward to next page</p>

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			TOTAL brought forward from previous page
<p>Date: 3/16/2009 Hobbs: 614.9 N2730P Model LANCAIR COMPANY S/N: 41071 Customer: ULTRA SHARES LLC</p> <p><i>Aircraft Technicians, Inc. 2285 Airport Highway P. O. Box 1026 Alcoa, TN. 37701 (865) 681-4553</i></p> <p><i>Quality People Quality Performance</i></p> <p>Airframe Entry</p> <p>Serviced oxygen as applicable. Lubricated and re-rigged induction heat cable as required. Washed aircraft.</p> <p>I certify that this AIRCRAFT identified above was repaired in accordance with FAR's and/or Manufacturer's instructions as applicable and is returned to service as regards to work performed only. Aircraft Technicians, Inc. Work Order # 7436 as provided to owner/operator provides information regarding the work performed and is on file.</p> <p>FOR: Aircraft Technicians, Inc. <i>Jeremy J. Webster</i> Jeremy Webster A&P# 2616233</p>			
<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>ENTER IN: AIRFRAME RECORD</p> <p>DATE - 23 SEPT 2009 MAKE - CESSNA M/N - 400 S/N - 41071 REG. # N2730P TIME - 642.5</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. TROUBLESHOT FUEL FLOW INDICATION ISSUE: INSPECTED WIRING AND FOUND GROUND WIRE BROKEN FOR FUEL FLOW TRANSDUCER. REMOVED ALL THREE PINS FROM CONNECTOR AND RE-PINNED THE 3 WIRES FOR THE TRANSDUCER PER CESSNA 400 WIRING DIAGRAM. GROUND RUN ENGINE, OPERATIONAL CHECK GOOD ON ALL INDICATIONS. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.</p> <p>AIRCRAFT TOTAL TIME: 642.5 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 52162.</p> <p>SIGNATURE: <i>John K. Hall</i> CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>			

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>ENTER IN: AIRFRAME RECORD</p> <p>DATE - 22 SEPT 2009 MAKE - CESSNA M/N - 400 S/N - 41071 REG. # N2730P TIME - 642.2</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. COMPLIED WITH ANNUAL INSPECTION IN ACCORDANCE WITH CESSNA 400 AMM CHAPTER 52-00 INSPECTION CHECKLIST. COMPLIED WITH ELT ANNUAL INSPECTION AND TEST IN ACCORDANCE WITH CFR PART 91.207(D) AND ELT INSPECTION CHECKLIST. ELT BATTERY DUE CHANGE FEBRUARY 2014. COMPLIED WITH CAPACITY TEST ON LH MAIN BATTERY S/N 40213965 AND RECHARGED FOR RETURN TO SERVICE. REPLACED RH MAIN BATTERY DUE TO LIFE LIMIT: REMOVED S/N 40079334 AND INSTALLED NEW S/N 40295705. OPERATIONAL CHECK GOOD ON BATTERY SYSTEM. COMPLIED WITH HAND-HELD FIRE EXTINGUISHER INSPECTION. COMPLIED WITH LH ALTERNATOR BELT INSPECTION AND TENSION CHECK. AVIONICS CERTIFICATION FOR CFR PART 91.411 COMPLETED UNDER AVIONICS WORK ORDER 52053. COMPLIED WITH ANNUAL INSPECTION OF EXHAUST SYSTEM, TURBOCHARGERS AND TAILPIPS, NO DEFECTS NOTED. COMPLIED WITH ANNUAL AILERON LINEAR BEARING INSPECTION FOR DEBRIS, NO DEFECTS NOTED. COMPLIED WITH ANNUAL INSPECTION OF ELEVATOR TORQUE TUBE, NO DEFECTS NOTED. COMPLIED WITH ANNUAL CHECK OF ALL STATIC WICKS FOR RESISTANCE, ALL CHECKED GOOD. COMPLIED WITH ANNUAL SERVICING OF NOSE STRUT. COMPLIED WITH 100 HOUR EXHAUST SYSTEM PRESSURE TEST. COMPLIED WITH BRACKETT AIR FILTER ICA I-194 AND REPLACED INDUCTION FILTER WITH NEW BA-345E. COMPLIED WITH AD 2009-09-09 DATED 5/11/2009 FOR RUDDER HINGE AND BRACKET INSPECTIONS, PARAGRAPH (E)(1)(B) WITH RUDDER REMOVED USING CESSNA SERVICE BULLETIN SB 09-27-01 REVISION 1 DATED 8/31/2009 STEPS 3A, 4A/C & D, 6A/B & C, & 7A BY REPLACING BRACKETS WITH NEW P/N LC53553513 REV E (1 EA) AND LA53553301 REV F1 (2 EA) USING NEW HARDWARE. INSPECTED NEW HINGE AND BRACKETS, NO DEFECTS NOTED. RE-INSTALLED RUDDER PER CHAPTER 27. OPERATIONAL CHECK GOOD AFTER RUDDER INSTALLATION. INSTALLATION OF THE NEW HINGE AND BRACKETS DOES NOT CANCEL THE REPETITIVE INSPECTION REQUIREMENTS OF AD 2009-09-09 DATED 5/11/2009 UNTIL THE AD IS AMENDED TO INCLUDE AN APPROVED ALTERNATE METHOD OF COMPLIANCE (AMOC). NEXT INSPECTION PER AD 2009-09-09 IS DUE IN 25 HOURS, AT 666.8 HOBBS HOURS. COMPLIED WITH AD 2007-07-06R1 DATED 12/05/2008 FOR ELEVATOR AND AILERON LINEAR BEARING INSPECTION, PARAGRAPH (E) STEPS 1 THRU 4 USING CESSNA SB07-002D DATED 5/29/2008 SECTION II MAINTENANCE ACTION AND APPROVED AMOC DATED 7/16/2008, NO DEFECTS NOTED. NEXT LINEAR BEARING INSPECTION DUE AUGUST 2010. COMPLIED WITH CESSNA SB 08-32-01 DATED 11/24/2008 FOR GEAR LEG FAIRING CHAFFING INSPECTION AND RELIEF ON BOTH MLG STRUTS PER STEPS 1 THRU 20. COMPLIED WITH CESSNA SB 09-53-01 DATED 6/08/2009 FOR FORWARD FLOOR INSPECTION AND GUSSET INSTALLATIONS BY INSPECTING FLOOR AREAS AND INSTALLING P/N'S LA53700065 & LA53700066. COMPLIED WITH AD 2009-05-05 DATED 4/03/2009 FOR AVIDYNE PFD PART NUMBERS AND SERIAL NUMBERS AFFECTED BY AVIDYNE SB 601-00006-096 REV 1 DATED 7/14/2008. THIS AIRCRAFT PFD INSTALLED, S/N 22492524 IS NOT EFFECTED BY THIS SERVICE BULLETIN OR AD, NO FURTHER ACTION REQUIRED. COMPLIED WITH CESSNA SB 08-74/02R01 DATED 5/18/2009 FOR UNISON INDUSTRIES SLICK MAGNETO INSPECTION BY REPLACING BOTH MAGNETOS WITH NEW UNITS DUE TO FAILED INSPECTION: REMOVED P/N 6320, S/N'S 08010709 & 08010696 AND INSTALLED NEW P/N 6320, S/N'S 09070482 & 09061371 WITH NEW GASKETS AND TIMED TO ENGINE PER TCM TSO-550C M/M. COMPLIED WITH CESSNA SB 06-002E DATED 11/17/2008 FOR ELEVATOR TORQUE TUBE. INSPECTED INSTALLED TORQUE TUBE, THIS UNIT IS REV "G" OR HIGHER. PER STEP 1, NO FURTHER ACTION IS REQUIRED ON SB 06-002E. COMPLIED WITH S-TEC CORP ICA ITEMS FOR ANNUAL INSPECTION PER CESSNA 400 AMM CHAPTER 22-00-00 PAGE 3 PARA 9, ADJUSTED PITCH SERVO CABLE TO PROPER TENSION. REPLACED RH ALTERNATOR DUE TO OIL LEAKAGE: REMOVED P/N ALX-9524R S/N F010263 AND INSTALLED NEW P/N ALX-9524R S/N 1062437. REPAIRED AURAL WARNING BY REPLACING CONNECTOR AND PINS ON HOBBS SYSTEM WITH NEW P/N'S 12034147 CONNECTOR AND 12084201 PINS. OPERATIONAL CHECK GOOD ON ENGINE RUN. CHANGED SETTINGS FOR MFD TO DISPLAY OAT. REMOVED ARTEX ELT-200 SYSTEM BY REMOVING MOUNT & ELT P/N 453-0190 S/N E07681 WITH ANTENNA P/N 110-324. INSTALLED NEW ARTEX ME406 P/N 453-6603 S/N 188-03560, ANTENNA 110-773 AND BUZZER P/N 452-6505 WITH NEW WIRING. FURTHER DETAILS OF INSTALLATION REFERENCED ON FAA FORM 337 DATED 9/22/2009. OPERATIONAL CHECK GOOD ON NEW 406 MHZ ELT SYSTEM. REPLACED ALL COWLING SCREWS. SERVICED OXYGEN SYSTEM PER CHAPTERS 12 AND 35. RE-SECURED FLOOD LIGHT BAR BRACKETS PER CESSNA 400 AMM. REPLACED BOTH DOOR SILL COVERS DUE TO CRACKS, INSTALLED NEW P/N'S LB53254145-A & LB53254146-A. REPLACED 3 EACH CLEAR ACCESS PANELS ON WINGS WITH NEW P/N'S LA57650013-S-C (2 EACH) & LA57650003-S-G1 (1 EACH). REPLACED ANTI-SKID TAPE ON STEPS. REPLACED RH STEP LIGHT ASSEMBLY WITH NEW P/N 2990P4-12V. REPLACED LANDING LIGHT COVER WITH NEW P/N LA57331103-S. COMPLIED WITH "PILOT ACTION" PER CESSNA SB 07-002D AND SB APPENDIX 1 FLIGHT CONTROL CHECKS FOR LINEAR BEARINGS, ALL CHECKED GOOD PRIOR TO TEST FLIGHT. COMPLIED WITH TEST FLIGHT, ALL ENGINE INDICATIONS ARE NORMAL. ALL LEAK AND OPERATIONAL CHECKS REQUIRED FOR ANNUAL INSPECTION AND REPAIRS HAVE BEEN ACCOMPLISHED AND WERE SATISFACTORY. ALL AD'S ARE CURRENT AND COMPLIANCE RECORDS HAVE BEEN UPDATED. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.</p> <p>AIRCRAFT TOTAL TIME: 642.2 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 52012.</p> <p>SIGNATURE: <i>John K. Hall</i> CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<p>TOTAL brought forward from previous page</p> <p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>DATE - 30 OCT 2009 MAKE - CESSNA M/N - 400 S/N - 41071 REG. # N2730P TIME - 644.9</p> <p>ENTER IN: AIRFRAME RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. REMOVED UPPER ENGINE COWLING. REPLACED WORN TACH CONNECTOR J & P CANNON PLUGS WITH NEW P/N'S S2349-2 AND S2350-5 PER CESSNA 400 AMM AND WIRING MANUAL. REINSTALLED UPPER ENGINE COWLING. COMPLIED WITH CESSNA SB09-27-01 REVISION 2 DATED 11/23/2009 AND MK400-27-01-2 MODIFICATION KIT INSTRUCTIONS FOR RUDDER HINGE AND BRACKET INSPECTION PARAGRAPH 2, 3D, 5C, 6 A & B STEPS 1 THRU 4 & 6 & 7, 6C, 7 & 8. MINIMUM THREAD PROTRUSION FOR NEWLY INSTALLED SCREWS HAS BEEN VERIFIED, ALL GOOD AND RUDDER TRAVELS HAVE BEEN VERIFIED WITH LH & RH STOPS CORRECTED PER STEP 6B(4) BY INSTALLING P/N 2833101-16 STOP BUSHINGS. NEW HINGE AND BRACKETS CHANGED UNDER AERO INDUSTRIES WORK ORDER # 52012 ON 9/22/2009 PER CESSNA SB09-27-01 REVISION 1 DATED 8/31/2009. ALL REQUIREMENTS HAVE BEEN ACCOMPLISHED AS THE ALTERNATE METHOD OF COMPLIANCE FOR APPROVED FAA AMOC DATED 11/19/2009 FOR AD2009-09-09. NO FURTHER RECURRING INSPECTIONS REQUIRED ON RUDDER HINGE AND BRACKETS. COMPLIED WITH RECORDS RESEARCH FOR ENGINE, AD2009-24-52E DATED 11/18/2009 FOR TCM HYDRAULIC LIFTERS DOES NOT APPLY TO THIS AIRCRAFT ENGINE DUE TO PARAGRAPH (F) EXCLUDED ENGINES BASED ON DATED OF ENGINE MANUFACTURE (2/23/2005) AND NO HYDRAULIC LIFTERS HAVE BEEN CHANGED SINCE ENGINE WAS ASSEMBLED BY TCM. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 644.9 HOURS</p> <p>AIRCRAFT TOTAL TIME: 644.9 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 52288.</p> <p>SIGNATURE:  CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>

30 Oct 09 648.6
*Repaired lack of RPM indication by
 resecuring Cannon plug for tach pickup
 & retightening plug w/tywarraps to prevent
 further loosening. All per Cessna 400 AMM
 & TCM TSB 10 550 m/m/s*

Mark W. Cunn

18/P2319763

3 Dec 09

Aero Industries Inc

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			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>ENTER IN: AIRFRAME RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. REMOVED UPPER ENGINE COWLING. REPLACED WORN TACH CONNECTOR J & P CANNON PLUGS WITH NEW P/N'S S2349-2 AND S2350-5 PER CESSNA 400 AMM AND WIRING MANUAL. REINSTALLED UPPER ENGINE COWLING. COMPLIED WITH CESSNA SB09-27-01 REVISION 2 DATED 11/23/2009 AND MK400-27-01-2 MODIFICATION KIT INSTRUCTIONS FOR RUDDER HINGE AND BRACKET INSPECTION PARAGRAPH 2, 3D, 5C, 6 A & B STEPS 1 THRU 4 & 6 & 7, 6C, 7 & 8. MINIMUM THREAD PROTRUSION FOR NEWLY INSTALLED SCREWS HAS BEEN VERIFIED, ALL GOOD AND RUDDER TRAVELS HAVE BEEN VERIFIED WITH LH & RH STOPS CORRECTED PER STEP 6B(4) BY INSTALLING P/N 2833101-16 STOP BUSHINGS. NEW HINGE AND BRACKETS CHANGED UNDER AERO INDUSTRIES WORK ORDER # 52012 ON 9/22/2009 PER CESSNA SB09-27-01 REVISION 1 DATED 8/31/2009. ALL REQUIREMENTS HAVE BEEN ACCOMPLISHED AS THE ALTERNATE METHOD OF COMPLIANCE FOR APPROVED FAA AMOC DATED 11/19/2009 FOR AD2009-09-09. NO FURTHER RECURRING INSPECTIONS REQUIRED ON RUDDER HINGE AND BRACKETS. COMPLIED WITH RECORDS RESEARCH FOR ENGINE, AD2009-24-52E DATED 11/18/2009 FOR TCM HYDRAULIC LIFTERS DOES NOT APPLY TO THIS AIRCRAFT ENGINE DUE TO PARAGRAPH (F) EXCLUDED ENGINES BASED ON DATED OF ENGINE MANUFACTURE (2/23/2005) AND NO HYDRAULIC LIFTERS HAVE BEEN CHANGED SINCE ENGINE WAS ASSEMBLED BY TCM. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 651.7 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 52505.</p> <p>SIGNATURE:  CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>

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

DATE - 8 APRIL 2010
MAKE - CESSNA
M/N - 400
S/N - 41071
REG. # N2730P
TIME - 659.1

ENTER IN: AIRFRAME RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED:
PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. INSPECTED LH TIRE FOR WEAR, FOUND TIRE AND TUBE ASSEMBLY DAMAGED AT VALVE STEM. REPLACED LH TIRE AND TUBE ASSEMBLY WITH NEW P/N'S 156E61-3 S/N 82990309 TIRE AND P/N 302-246-401 TUBE ASSEMBLY IN ACCORDANCE WITH CESSNA 400 AMM AND CLEVELAND M/M. SERVICED PER CHAPTER 12. RE-INSTALLED LH MLG WHEEL PANT. TROUBLESHOT # 2 GPS NOT RECEIVING INPUT DATA ON 232 CHANNEL # 1: RE-SEATED # 2 GPS IN RACK, OPERATIONAL CHECK GOOD PER GARMIN 430 M/M. RE-PAINTED PASSENGER DOOR SILL COVER AS REQUIRED PER CHAPTER 51. POLISHED PROPELLER SPINNER PER CUSTOMER REQUEST. CESSNA SERVICE BULLETIN SB09-21-01 FOR A/C HOSE INSPECTION ON AIR CONDITIONING SYSTEM IS NOT APPLICABLE TO THIS AIRCRAFT, NO AIR CONDITIONING SYSTEM EQUIPMENT INSTALLED. CLEANED DOOR PINS AND BLOCKS AS REQUIRED. RE-INSTALLED INTERIOR AND SEATS AFTER STARTER ADAPTER CHANGES. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 659.1 HOURS

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 53088.

SIGNATURE:  CRS CERTIFICATE NO: BIER466C
CHIEF INSPECTOR

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DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
ENGINE Reg: N2730P Model: TSION-550-C(7) S/N: 914322 W/O: MS-10-00878			
 Date: 14 June 2010 Hobbs: 677.9			
Drained oil. Removed and inspected the oil filter and did not find any metal contaminates. Installed new oil filter (p/n CH48108-1). Serviced the engine with 6 qts. of Exxon 20W-50 oil. Performed an engine ground run, no leaks detected.			
The aircraft, airframe, engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.			
Signed:  CRS #M9TR576Y 525 Turbine Ave, Chesterfield, MO (636)532-6155			
SUB-TOTAL this page TOTAL—Carry forward to next page			

DATE	AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INT'L AIRPORT VA. 23250-2411	DATE - 11/01/2010 MAKE - LANCAIR M/N - 400 S/N - 41071 REG. # N2730P TIME - 715.5
	ENTER IN : AIRFRAME RECORD	
COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. COMPLIED WITH ELT ANNUAL INSPECTION AND TEST IN ACCORDANCE WITH CFR PART 91.207(D) AND ELT INSPECTION CHECKLIST. ELT BATTERY DUE CHANGE: FEBRUARY 2014. REPLACED LH ALTERNATOR BELT DUE TO 5-YEAR TIME CHANGE USING NEW P/N 25-060325 AND COMPLETED TENSION CHECK FOR NEW INSTALLATION. COMPLIED WITH CAPACITY TEST ON BOTH MAIN BATTERIES, S/N 40213965 AND S/N 40295705, BOTH PASSED AND RE-CHARGED FOR RETURN TO SERVICE, OPERATIONAL CHECK GOOD ON BATTERY SYSTEM. COMPLIED WITH HAND-HELD FIRE EXTINGUISHER INSPECTION, CHECKED GOOD. COMPLIED WITH 24-MONTH COMPASS SWING AND INSTALLED NEW COMPASS CORRECTION CARD IN COCKPIT. COMPLIED WITH 5-YEAR HYDROSTATIC TESTS ON ALL THREE OXYGEN CYLINDERS, S/N'S NNO489215, NNO487975 & NNO488017, ALL THREE PASSED AND NEXT HYDROSTATIC TEST IS DUE IN SEPTEMBER 2015. COMPLIED WITH ANNUAL INSPECTION OF EXHAUST SYSTEM, TURBOCHARGERS AND TAILPIPS, NO DEFECTS NOTED. COMPLIED WITH BIENNIAL INSPECTIONS ON AILERON CONTROL RODS AND AILERON TRIM TAB FRICTION DEVICE, NO DEFECTS NOTED. COMPLIED WITH ANNUAL AILERON LINEAR BEARING INSPECTION FOR DEBRIS, NO DEFECTS NOTED. COMPLIED WITH ANNUAL INSPECTION OF ELEVATOR TORQUE TUBE, NO DEFECTS NOTED. COMPLIED WITH ANNUAL CHECK OF ALL STATIC WICKS FOR RESISTANCE, ALL CHECKED GOOD. COMPLIED WITH ANNUAL SERVICING OF NOSE STRUT. COMPLIED WITH 100 HOUR EXHAUST SYSTEM PRESSURE TEST. COMPLIED WITH BRACKETT AIR FILTER ICA I-194 AND REPLACED INDUCTION FILTER WITH NEW BA-345E. COMPLIED WITH 5-YEAR INSPECTION AND FUNCTIONAL TEST OF EXTERIOR EMERGENCY DOOR RELEASE SYSTEM, NO DEFECTS NOTED. COMPLIED WITH 5-YEAR PURGE AND INSPECTION OF OXYGEN SYSTEM. REMOVED OXYGEN REGULATOR VALVE FOR 5-YEAR OVERHAUL, P/N 100N1000-1 REV D. RE-INSTALLED OVERHAUL REGULATOR VALVE PER CHAPTER 35. COMPLIED WITH AD 2007-07-06R1 DATED 12/05/2008 FOR ELEVATOR AND AILERON LINEAR BEARING INSPECTION, PARAGRAPH (E) STEPS 1 THRU 4 USING CESSNA SB07-002D DATED 5/29/2008 SECTION II MAINTENANCE ACTION AND APPROVED AMOC DATED 7/16/2008, NO DEFECTS NOTED. NEXT LINEAR BEARING INSPECTION DUE SEPTEMBER 2011. COMPLIED WITH S-TEC CORP ICA ITEMS FOR ANNUAL INSPECTION PER CESSNA 400 AMM CHAPTER 22-00:00, NO DEFECTS NOTED. COMPLIED WITH CESSNA SB10-28-01 DATED 4/13/2010 FOR AIRFRAME GASCOLATOR AND ENGINE FUEL MANIFOLD VALVE INSPECTION, REMOVED DEBRIS AND REASSEMBLED UNITS, LEAK CHECK GOOD. COMPLIED WITH CESSNA SB10-32-01 DATED 6/15/2010 FOR NOSE STRUT INSPECTION AND FASTENER HOLE INSPECTION/ENLARGEMENT: NO DEFECTS NOTED ON INSPECTION AND INSTALLED SHIM P/N 9502K24 IN ACCORDANCE WITH SERVICE BULLETIN AND CHAPTER 32. COMPLIED WITH CESSNA SB10-55-01 DATED 6/15/2010 FOR HORIZONTAL STAB TUBE INSPECTION: FOUND TOOLING DRILL MARKS THAT DID NOT EXCEED SERVICE BULLETIN SPECIFICATIONS (LH .002, .001, .004) (RH .002, .002, .003). COMPLIED WITH SB10-55-01 STEPS 1 THRU 5B(1)(B)1 THRU 3 AND STEPS 5B(1)(B)4 & 6 THRU 10, RE-ASSEMBLED HORIZONTAL TAIL SECTION PER SERVICE BULLETIN AND CHAPTER 27. NO CRACKS NOTED ON ACCOMPLISHMENT OF EDDY CURRENT INSPECTION OF AFT HORIZONTAL STAB TORQUE TUBES AFTER BLENDING REPAIRS FOR SB10-55-01. COMPLY WITH CESSNA SB10-11-01 DATED 8/17/2010 FOR POH REVISIONS AND PROPER USE OF MLG BRAKES: COPY OF SB10-11-01 HAS BEEN INSERTED INTO POH/AFM FOR OPERATORS. COMPLIED WITH CESSNA SB10-81-01 DATED 6/15/2010 FOR ENGINE TURBOCHARGER INSPECTION USING KELLY AES SB039A DATED 2/10/2010: INSTALLED TURBOCHARGERS ON THIS ENGINE (S/N'S IAL00263 AND IAL00286) ARE NOT AFFECTED BY THESE SERVICE BULLETINS AND TURBO'S HAVE NEVER BEEN REBUILT, NO FURTHER ACTION REQUIRED. COMPLIED WITH CESSNA SB10-78-01 DATED 6/15/2010 FOR ENGINE EXHAUST SYSTEM AND TURBOCHARGER TRANSITION DUCT, NO DEFECTS NOTED. COMPLIED WITH CESSNA SB10-73-01 DATED 1/18/2010 FOR ENGINE HYDRAULIC LIFTER INSPECTION/REPLACEMENT: COMPLIED CESSNA SB USING TCM MSB09-8A DATED 12/04/2009. THE INSTALLED TSION-550C(7) ENGINE S/N 914322 IS NOT LISTED IN SECTION A SERIAL NUMBER LISTING IN TCM MSB AND NO HYDRAULIC LIFTERS WERE CHANGED IN 2009, NO FURTHER ACTIONS REQUIRED. COMPLIED WITH TCM MSB94-8D DATED 2/17/2010 FOR MAGNETO TO ENGINE TIMING, BOTH MAGNETO TIMING IS WITHIN LIMITS PER TSION-550C M.M. AND TCM MSB 94-8D. COMPLIED WITH TCM SB083A DATED 7/30/2010 FOR THROTTLE AND MIXTURE CONTROL ARMS, BOTH ARE STAINLESS STEEL AND INSTALLED CORRECTLY. COMPLIED WITH TCM SB09-14 DATED 10/16/2009 FOR CRANKSHAFT CORROSION TREATMENT/INSPECTION: INSPECTED EXPOSED AREA ON CRANKSHAFT, CLEANED LIGHT CORROSION, TREATED AND PRIMED PER TCM SB09-14. COMPLIED WITH TCM SB10-1 DATED 1/28/2010 FOR ANNUAL EXHAUST & TURBO SYSTEM INSPECTION, NO DEFECTS NOTED. AD2010-07-08 DATED 4/19/2010 FOR REBUILT TURBOCHARGERS DUE TO TURBINE FAILURES DOES NOT APPLY TO INSTALLED TURBO'S BASED ON NOT PREVIOUSLY BEING REBUILT AND ON INSTALLED SERIAL NUMBERS (S/N'S IAL00263 AND IAL00286). AD2010-11-04 DATED 6/16/2010 FOR EXCESSIVE HYDRAULIC LIFTER WEAR USING TCM MSB09-8A DATED 12/04/2009 DOES NOT APPLY BASED ON MANUFACTURING DATE PER AD PARAGRAPH (F) EXCLUDED ENGINES. ENGINE DATED OF 7/2/2006 AND NO HYDRAULIC LIFTERS HAVE BEEN CHANGED, NO FURTHER ACTION REQUIRED. AD2009-26-12 DATED 2/4/2010 DOES NOT APPLY TO THE INSTALLED TCM TSION-550C(7) ENGINE AND NO SAP OF ECI CYLINDERS ARE INSTALLED, NO FURTHER ACTIONS REQUIRED. COMPLIED WITH AVIDYNE SB601-00006-067 REVISION 2 DATED 7/29/2010 FOR AVIDYNE PFD RETURNS FOR FURTHER MODIFICATIONS PER S/N LISTING IN TABLE 1: REMOVED P/N 70000006-100 REV 8 S/N 22492524 FOR MODIFICATIONS. PILOT'S DOOR SEAL LEAKS: REMOVED DOOR ASSEMBLY, REPLACED DOOR SEAL WITH NEW P/N 2811101-5 PER CHAPTER 52 AND RE-INSTALLED DOOR ASSEMBLY. LEAK AND OPERATIONAL CHECK GOOD ON PILOT'S DOOR. RETORQUED HARDWARE FOR RH AILERON BALANCE WEIGHTS. REPAIRED PANT ON BOTH SIDES OF NOSE WHEEL PANT PER CHAPTER 51. RESEALED RH BRAKE CALIPER WITH NEW MS28775-222 O-RINGS PER CLEVELAND M/M AND CESSNA 400 AMM. REPLACED BROKEN SHIM ON RH BRAKE USING NEW P/N 068-01100, REPLACED WORN LININGS (4) ON RH MLG BRAKE USING NEW P/N 066-06200 PER CLEVELAND M/M. RE-SECURED PILOTS DOOR RAIN SEAL AT BOTTOM OF DOOR PER CHAPTER 52. COMPLIED WITH LEAK AND OPERATIONAL CHECKS AS REQUIRED BY ANNUAL INSPECTION AND REPAIRS. ALL ITEMS CHECKED SATISFACTORY. THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. IN ADDITION TO THE ABOVE REPAIRS, I CERTIFY THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH THE CESSNA 400 AMM CHAPTER 5-2000 INSPECTION CHECKLIST FOR AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF THIS INSPECTION AND/OR REPAIRS ABOVE ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 53829. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 715.5 HOURS		
SIGNATURE:  CHIEF INSPECTOR		

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>DATE - 14 JAN 2011 MAKE - LANCAIR M/N - 400 S/N - 41071 REG. # N2730P TIME - 716.7</p> <p>ENTER IN : AIRFRAME RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. AUTOPILOT SHUTS DOWN IN-FLIGHT: REMOVED AUTOPILOT COMPUTER P/N 01192-33-OT-45 S/N 0450-7649 FOR OUTSIDE REPAIR BY AUTOPILOT CENTRAL & S-TEC. AUTOPILOT COMPUTER RE-INSTALLED AFTER RETURN FROM AUTOPILOT CENTRAL (COULD NOT DUPLICATE DISCREPANCY. FOUND COOLING FAN DUCTS HAD COME OFF UNDERNEATH INSTRUMENT PANEL. RE-INSTALLED DUCTS, OPERATIONAL CHECK GOOD ON GROUND CHECK. COMPLETED IN-FLIGHT CHECK OUT OF AUTOPILOT, AUTOPILOT CAUSES AIRCRAFT TO OSCILLATE DURING ILS APPROACH: REMOVED AUTOPILOT COMPUTER FOR S-TEC REPAIR: RE-INSTALLED REPAIRED COMPUTER P/N 01192-33-OT-45 S/N 0450-7649 IN ACCORDANCE WITH CESSNA 400 AMM CHAPTER 22 AND S-TEC INSTRUCTIONS, OPERATIONAL CHECK GOOD ON GROUND CHECKS. COMPLIED WITH CESSNA SB10-27-03 DATED 12/10/2010 FOR RUDDER TUBE CLAMP MODIFICATION BY INSTALLING NEW BARBED FITTINGS AND CLAMPS. COMPLIED WITH CESSNA SB10-71-03 DATED 12/10/2010 FOR INTERCOOLER BAFFLING MODIFICATION, INSPECTED INTERCOOLERS, NO MODIFICATIONS REQUIRED — NO DEFECTS NOTED. COMPLIED WITH CESSNA SB10-24-01 DATED 12/10/2010 FOR NO. 2 (LEFT) ALTERNATOR INSTALLATION INSPECTION: REPLACED WORN BUSHING WITH NEW P/N 2858100-9 AND RE-USED EXISTING (SERVICEABLE) BRACKET PER STEP 5B(1), ALL COMPLETED PER SERVICE BULLETIN INSTRUCTIONS. COMPLIED WITH IN-FLIGHT OPERATIONAL CHECK OF S-TEC AUTOPILOT SYSTEM FOR PROPER OPERATION, ALL CHECKS FUNCTIONALLY TESTED GOOD. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 716.7 HOURS</p> <p>THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 54069.</p> <p><i>Thomas R. Hall</i> CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>DATE - 5/05/2011 MAKE - LANCAIR M/N - 400 S/N - 41071 REG. # N2730P TIME - 735.2</p> <p>ENTER IN : AIRFRAME RECORD</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. BOTH AILERON AND ELEVATOR BALANCE WEIGHTS LOOSE: RE-TORQUED ALL AILERON AND ELEVATOR WEIGHT BOLTS PER CESSNA 400 AMM. REPLACED MISSING NUTPLATE FOR TOP ENGINE COWLING USING NEW P/N CB6014CR3-1 AND CB91. THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIRS ABOVE ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 54798. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 735.2 HOURS</p> <p><i>Thomas R. Hall</i> CRS CERTIFICATE NO: BIER466C CHIEF INSPECTOR</p>
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>DATE - 18 Nov 2011 MAKE - CESSNA M/N - 400 S/N - 41071 REG. # N2730P TIME - 762.2</p> <p>ENTER IN : AIRFRAME RECORDS</p> <p>Right wheel pant inner panel removed, repaired, painted, buffed and reinstalled in accordance with Cessna 400AMM chapter 51</p> <p>The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work performed. Details of this repair are on file at this repair facility under: Work order# 55461 SIGNATURE <i>LaMonte M. Currier</i> CRS CERTIFICATE NO. BIER466C</p>

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>DATE - 18 NOV 2011 MAKE - CESSNA M/N - 400 S/N - 41071 REG. # N2730P TIME - 762.2</p> <p>ENTER IN : AIRFRAME RECORDS</p> <p>COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA COLUMBIA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. ANNUAL ELT INSPECTION IN ACCORDANCE WITH CFR PART 91.207(d) AND ELT INSPECTION CHECKLIST. ELT BATTERY DUE CHANGE IN FEBRUARY 2014. COMPLIED WITH LH ALTERNATOR BELT INSPECTION AND TENSION CHECK. NO DEFECTS NOTED. COMPLIED WITH CAPACITY TEST ON LEFT BATTERY S/N 40213965 AND RIGHT BATTERY S/N 40295705. BOTH BATTERIES FAILED CAP CHECK. INSTALLED NEW LEFT BATTERY S/N 40455230 AND NEW RIGHT BATTERY S/N 40455231. COMPLIED WITH EXHAUST SYSTEM TURBOCHARGER AND TAIL PIPE INSPECTION, NO DEFECTS NOTED. COMPLIED WITH ANNUAL INSPECTION OF AILERON LINEAR BEARINGS FOR DEBRIS. NO DEFECTS NOTED AT THIS TIME. COMPLIED WITH ANNUAL INSPECTION OF ELEVATOR TORQUE TUBE. NO DEFECTS NOTED WITH STEEL TORQUE TUBE. COMPLIED WITH ANNUAL INSPECTION OF HANDHELD FIRE EXTINGUISHER. NO DEFECTS NOTED. COMPLIED WITH RESISTANCE CHECKS ON ALL STATIC WICKS. ALL STATIC WICKS CHECKED GOOD. COMPLIED WITH EXHAUST SYSTEM PRESSURE TEST. NO DEFECTS NOTED. SERVICED NOSE STRUT WITH FLUID AND NITROGEN PER CHAPTER 32. COMPLIED WITH S-TEC ANNUAL REQUIREMENTS FOR INSPECTION OF BRACKET AIR FILTER ICA PER DOCUMENT I-194, NO DEFECTS NOTED. AIR FILTER REPLACED WITH NEW BA-345E. AIR FILTER REPLACED WITH NEW BA-345E. COMPLIED WITH AD2007-07-06R1, ELEVATOR AND AILERON LINEAR BEARING INSPECTION. AD STEPS (E) 1 THRU 4 IN ACCORDANCE WITH CESSNA SB07-002D, SECTION II MAINTENANCE ACTION WITH APPROVED FAA AMOC DATED 7/16/2008 FOR INSPECTION THROUGH LINEAR BEARING ACCESS PANELS PREVIOUSLY INSTALLED BY CESSNA SB 07-018A. NO DEFECTS NOTED. NEXT AD 2007-07-06R1 INSPECTION DUE COMPLIANCE NLT 12 MONTHS OR BY NOVEMBER 2012. COMPLIED WITH CESSNA SB11-32-01 DATED 1/18/2011 FOR LANDING GEAR (MLG) LEG AND AXLE BLOCK FASTENER HOLE INSPECTION/ENLARGEMENT. INSPECTED LH AND RH MLG. NO DEFECTS NOTED AT THIS TIME. COMPLIED WITH CESSNA SB11-81-01 DATED 1/12/2011 FOR ENGINE TURBOCHARGER INSPECTION. AD11-81-01 DOES NOT APPLY TO INSTALLED TURBOS. BOTH TURBOS (LEFT S/N IAL00263 AND RIGHT S/N IAL00286) ON THIS ENGINE BEAR CIRCLED "JT" FOUNDRY MARKS AND HAVE OVER 50 HRS. NO ACTION REQUIRED. COMPLIED WITH AD2011-03-04 DATED 3/14/2011 FOR RUDDER HINGES CRACKING AND DISCOLORATION. AD NO LONGER APPLIES BASED ON AD PARAGRAPH (G) CREDIT FOR PREVIOUSLY ACCOMPLISHED ACTIONS WITH PREVIOUS SERVICE INFORMATION. CESSNA SB09-27-01 REV 2 WAS ACCOMPLISHED ON 1/14/2010 AT 651.7 HOURS. NO OTHER ACTION REQUIRED. COMPLY WITH AD2010-26-54 DATED 1/10/2011 FOR WING CATASTROPHIC FAILURE DUE TO DISBONDING OF UPPER WING SKIN AND SPAR. AD2010-26-54 DOES NOT APPLY TO N2730P BASED ON AD PARAGRAPH (G) TABLE 1-APPLICABILITY. SN 41071 DOES NOT APPLY OR IS AFFECTED BY AD, NO FURTHER ACTION IS REQUIRED. COMPLIED WITH AD2011-13-03, AD DOES NOT APPLY ON THIS ENGINE PER STEP (H) MORE THAN 50 HRS. COMPLIED WITH TCM MSB94-8D DATED 2/17/2010. NO DEFECTS NOTED ON MAGNETO TO ENGINE TIMING. LEFT AND RIGHT MAGS SET AT 24 DEGREES TDC. 24 MONTH AVIONICS CERTS WERE COMPLIED WITH UNDER WORK ORDER #55438. PROPELLER PROP BALANCE C/W. FOUND TO BE @ .24IPS, ADDED 17 GRAMS AT 9:30 POSITION WITH SERIAL NUMBER AT 12:00 POSITION, LOOKING AFT. NOW AT .11IPS.. REMOVED AND REPLACED LEFT (PN 2850103-3) AND RIGHT (PN 2850103-4) ALTERNATE AIR BUTTERFLY VALVES. SERVICED THE OXYGEN SYSTEM TO 1800PSI. REMOVED BROKEN RIGHT INSULATOR AND INSTALLED NEW INSULATOR PN 068-01100. REMOVED 4 SPARK PLUGS FOR CRACKED INSULATORS. INSTALLED 4 NEW SPARK PLUGS PN RHB32S. RIGHT WHEEL PANT INNER PANEL WAS REMOVED FOR REPAIR UNDER WORK ORDER #55461. INNER PANEL REINSTALLED ON RIGHT WHEEL WELL. COMPLIED WITH LEAK AND OPERATIONAL CHECKS AS REQUIRED BY ANNUAL INSPECTION AND REPAIRS. ALL ITEMS CHECKED SATISFACTORY. THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. IN ADDITION TO THE ABOVE REPAIRS, I CERTIFY THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH THE CESSNA 400 AMM CHAPTER 5-20-00 INSPECTION CHECKLIST FOR AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF THIS INSPECTION AND / OR REPAIRS ABOVE ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 55423. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 762.2 HOURS ENGINE/PROP TOTAL TIME 762.2</p> <p>The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service, with respect to the work performed. Details of this repair are on file at this repair facility under: Work order# 55423 SIGNATURE <i>LaMonte M. Currier</i> CRS CERTIFICATE NO. BIER466C</p>
			SUB-TOTAL this page
			TOTAL —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA. 23250-2411</p> <p>ENTER IN : AIRFRAME RECORDS</p> <p>Retorqued both elevator counter weights. Removed and replaced the o ring in fuel wing drain shut off valve..</p> <p>The maintenance described above was inspected in accordance with current FAA regulations and the aircraft / component is approved for return to service , with respect to the work . Details of this repair are on file at this repair facility under : Work order# 55801 SIGNATURE <i>John M. Custer</i> CRS CERTIFICATE NO. BIER466C</p>
			<p>DATE -- 23 FEB 2012 MAKE -- CESSNA M/N -- 400 S/N -- 41071 REG. # N2730P TIME -- 790.6</p>
			<p>AERO INDUSTRIES , INC 5745 HUNTSMAN RD . RICHMOND INTL AIRPORT VA. 23250 -2411</p> <p>ENTER IN : AIRFRAME/ENGINE RECORD</p> <p>Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary inspection accomplished in accordance with Aero Industries, Inc. Form 005. Complied with oil change: Took oil sample with SOAP kit. Drained oil and removed filter. Cut open filter and inspected, no metal or debris. Installed new CH48108-1, torqued and safety wired filter assy. Serviced engine with 7 QTS Aeroshell 100 Plus oil. Placed one quart in baggage storage at customer request. All leak and operational checks associated with maintenance accomplished above was completed, all checked satisfactory. MFD fuel calculation will not stay: removed MFD for repair, P/N 700-00004-104 S/N E0020. Installed repaired/exchange MFD P/N 700-00004-104 S/N E0002 per Cessna 400 AMM. Complied with MFD set-up procedures. Owner/operator will be required to download CMAX Charts & Nav Data, operational check good on MFD. Oxygen system seems to stay "ON" all the time: troubleshoot to faulty oxygen regulator solenoid staying open. Footwell removed and regulator assembly removed for overhaul P/N 100N1000-1 Rev D S/N RVA00174. Re-installed overhauled regulator valve assembly. P/N 100N1000-1 Rev D S/N RVA00174 per 400 AMM. Serviced oxygen system to 2000 PSI. leak and operational check good at this time. Re-installed footwell and remaining interior. Performed megger check on all static wicks. Found the following bad: RH wing tip and rudder static wick. Replaced two bad static wicks with new P/N SD6-0001. All other static wicks check good on test. Complied with final inspection for work accomplished under this work order.</p> <p>The maintenance described above was inspected and/or repaired in accordance with current technical data and FAA regulations and with respect to the work performed. This aircraft is returned to service . Details of this work order are on file in this repair facility under Work Order No. 5610.</p> <p>SIGNATURE: <i>Thomas E. Hall</i> CRS Certificate No: BIER466C CHIEF INSPECTOR</p>
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			TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
			<p>AERO INDUSTRIES . INC 5745 HUNTSMAN Rd . RICHMOND INTL AIRPORT VA. 23250 -2411</p> <p>ENTER IN : AIRFRAME/ENGINE RECORD</p> <p>Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary inspection accomplished in accordance with Aero Industries, Inc. Form 005. Complied with oil change: Took oil sample with SOAP kit. Drained oil and removed filter. Cut open filter and inspected, no metal or debris. Installed new CH48108-1, torqued and safety wired filter assy. Serviced engine with 7 QTS Aeroshell 100 Plus oil. Placed one quart in baggage storage at customer request. All leak and operational checks associated with maintenance accomplished above was completed, all checked satisfactory. MFD fuel calculation will not stay: removed MFD for repair, P/N 700-00004-104 S/N E0020. Installed repaired/exchange MFD P/N 700-00004-104 S/N E0002 per Cessna 400 AMM. Complied with MFD set-up procedures. Owner/operator will be required to download CMAX Charts & Nav Data, operational check good on MFD. Oxygen system seems to stay "ON" all the time: troubleshoot to faulty oxygen regulator solenoid staying open. Footwell removed and regulator assembly removed for overhaul P/N 100N1000-1 Rev D S/N RVA00174. Re-installed overhauled regulator valve assembly. P/N 100N1000-1 Rev D S/N RVA00174 per 400 AMM. Serviced oxygen system to 2000 PSI. leak and operational check good at this time. Re-installed footwell and remaining interior. Performed megger check on all static wicks. Found the following bad: RH wing tip and rudder static wick. Replaced two bad static wicks with new P/N SD6-0001. All other static wicks check good on test. Complied with final inspection for work accomplished under this work order.</p> <p>The maintenance described above was inspected and/or repaired in accordance with current technical data and FAA regulations and with respect to the work performed. This aircraft is returned to service . Details of this work order are on file in this repair facility under Work Order No. 5610.</p> <p>SIGNATURE: <i>Thomas E. Hall</i> CRS Certificate No: BIER466C CHIEF INSPECTOR</p>
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			TOTAL—Carry forward to next page

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

ENTER IN : AIRFRAME RECORD

DATE -- 11 DEC 2012
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME --- 852.7

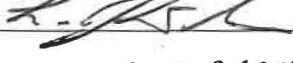
COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED: PRELIMINARY INSPECTION ACCOMPLISHED PER AERO INDUSTRIES, INC. FORM 005. COMPLIED WITH ELT ANNUAL INSPECTION AND TEST IN ACCORDANCE WITH CFR PART 91.207(d) AND ELT INSPECTION CHECKLIST. ELT BATTERY DUE CHANGE: FEBRUARY 2014. BACK-UP BATTERY REPLACED IN BOTH GARMIN GNS 430 RADIOS UNDER AERO INDUSTRIES WORK ORDER # 56757. P/N 360-00009-00. RH TURBO TRANSITION DUCT BLOWN: REPLACED TRANSITION PIPE WITH NEW P/N 657687. PITCH TRIM INDICATION DOES NOT GO FULL UP: FOUND TRIM TAB TRAVELS INCORRECT FOR ELEVATOR TRIM. RESET ELEVATOR TRIM TAB TRAVELS PER CESSNA 400 AMM. OPERATIONAL CHECK GOOD ON PITCH TRIM INDICATION. RE-TORQUED AILERON BALANCE WEIGHT HARDWARE DUE TO LOOSE WEIGHTS. REPLACED FRAYED BONDING STRAP IN RH AILERON USING NEW P/N 1231 STRAP AND P/N AP518642 TERMINALS. COMPLIED WITH CAPACITY TESTS ON BOTH MAIN BATTERIES. S/N 40455230 AND S/N 40455231. BOTH PASSED AND RE-CHARGED FOR RETURN TO SERVICE. OPERATIONAL CHECK GOOD ON BATTERY SYSTEM. COMPLIED WITH HAND-HELD FIRE EXTINGUISHER INSPECTION PER NFPA-10. NO DEFECTS NOTED. COMPLIED WITH 24-MONTH COMPASS SWING AND INSTALLED NEW COMPASS CORRECTION CARD IN COCKPIT. COMPLIED WITH LH ALTERNATOR BELT INSPECTION, NO DEFECTS NOTED. COMPLIED WITH ANNUAL INSPECTION OF EXHAUST SYSTEM. TURBOCHARGERS AND TAILPIPS, DISCREPANCIES WERE REPAIRED ON THIS WORK ORDER. COMPLIED WITH ANNUAL AILERON LINEAR BEARING INSPECTION FOR DEBRIS. NO DEFECTS NOTED. COMPLIED WITH ANNUAL CHECK OF ALL STATIC WICKS FOR RESISTANCE. ALL CHECKED GOOD. COMPLIED WITH ANNUAL SERVICING OF NOSE STRUT. COMPLIED WITH 100 HOUR EXHAUST SYSTEM PRESSURE TEST. COMPLIED WITH ANNUAL INSPECTION OF ELEVATOR TORQUE TUBE. NO DEFECTS NOTED. COMPLIED WITH BRACKETT AIR FILTER ICA I-194 AND REPLACED INDUCTION FILTER WITH NEW BA-345E. CLEANED AND REPACKED WHEEL BEARINGS. COMPLIED WITH AILERON CONTROL ROD INSPECTION FOR CRACKS. NO DEFECTS NOTED. COMPLIED WITH AILERON TRIM TAB FRICTION DEVICE INSPECTION. NO DEFECTS NOTED. COMPLIED WITH ANNUAL INSPECTION ON S-TEC AUTOPILOT SYSTEM, NO DEFECTS NOTED. COMPLIED WITH 50-HOUR OIL CHANGE. SEE ENGINE LOG ENTRY. COMPLIED WITH AD 2007-07-06R1 DATED 12/05/2008 FOR ELEVATOR AND AILERON LINEAR BEARING INSPECTION. PARAGRAPH (e) STEPS 1 THRU 4 USING CESSNA SB07-002D DATED 5/29/2008 SECTION II MAINTENANCE ACTION AND APPROVED AMOC DATED 7/16/2008. NO DEFECTS NOTED. NEXT LINEAR BEARING INSPECTION DUE 12/2013. AD2012-03-06 C FOR FAILED SERVO DIAPHRAGMS DOES NOT APPLY TO INSTALLED TCM TSIO-550C ENGINE BASED ON FUEL SYSTEM CONFIGURATION. AD2011-13-03 AND AD2012-10-52E FOR TURBOCHARGERS DO NOT APPLY TO INSTALLED S/N'S IAL00263 & IAL00286 AND BOTH OF INSTALLED TURBO'S HAVE RAISED FOUNDRY MARK "JT". NEITHER OF THESE TURBOCHARGER AD's REQUIRE ANY ACTION FOR THIS ENGINE INSTALLATION. CLEANED FIREWALL OF OIL RESIDUE AS REQUIRED. REPAIRED BAGGAGE DOOR SEAL TEARS AS REQUIRED PER CESSNA 400 AMM. RE-BONDED STATIC PORT DRAIN MOUNT IN BAGGAGE AREA PER 400 AMM. RH AILERON CONTROL ROD IN CABIN HAS CHAFF MARK: CLEANED AREAS AND APPLIED PRIMER AS REQUIRED PER AMM. NO OTHER DEFECTS NOTED. LH TAIL PIPE CRACKED AT WASTEGATE FLANGE: REPLACED TAIL PIPE WITH NEW P/N LC71849107 PER CESSNA 400 AMM AND TCM TSIO-550 M/M. REPLACED WORN ABRASION TAPE ON BOTH MAIN LANDING GEAR LEGS AS REQUIRED. COMPLIED WITH LEAK AND OPERATIONAL CHECKS AS REQUIRED BY ANNUAL INSPECTION AND REPAIRS, ALL ITEMS ABOVE CHECKED SATISFACTORY. THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED. THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. IN ADDITION TO THE ABOVE REPAIRS, I CERTIFY THIS AIRCRAFT WAS INSPECTED IN ACCORDANCE WITH THE CESSNA 400 AMM CHAPTER 5-20-00 INSPECTION CHECKLIST FOR AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. DETAILS OF THIS INSPECTION AND/OR REPAIRS ABOVE ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NO. 56720. COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT TOTAL TIME: 852.7 HOURS

SIGNATURE:  CRS CERTIFICATE NO: BIER466C
CHIEF INSPECTOR

AERO INDUSTRIES, INC 5745 HUNTSMAN RD. RICHMOND INTL AIRPORT VA . 23250 -2411	DATE - 27 JUNE 2013 MAKE - CESSNA M/N - LC41-550FG S/N - 41071 REG. # N2730P TIME - 892.1
ENTER IN: AIRFRAME RECORDS	
Removed #1 Radio for no transmit to send to Garmin for repair. Collard #1 GPS C/B. GNS 430 PN 011-00280-10 SN 97125460	
The maintenance described above was inspected in accordance with current FAA regulations and the aircraft/ component is approved for return to service, with respect to the work performed. Details of this repair are on file at this repair facility under: Work order# 57508 SIGNATURE  CRS CERTIFICATE NO. BIER466C	

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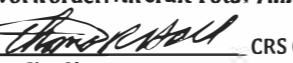
DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page
2013			
7/26	893.6	GNS 430 s/n 97125460 v/n 011-00280-10 reassembled aft seg of Gen. Gear box setf. W/B servt. curr clt. 10/26/2009  N.P.21688793	

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

ENTER IN : AIRFRAME RECORD

DATE -- 14 JAN 2014
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME --- 914.7

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished per Aero Industries, Inc. Form 005. Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist. ELT battery was replaced under Avionics Work Order # 58197. Next ELT battery change: Feb 2019. Complied with Avionics 24-Month certifications per CFR Parts 91.411 & 91.413, see Avionics Log Book for entries. Complied with capacity tests on both main batteries, S/N 40455230 and S/N 40455231, both passed and re-charged for return to service, operational check good on battery system. Complied with hand-held fire extinguisher inspection per NFPA-10, no defects noted. Complied with LH alternator belt inspection, no defects noted. Complied with annual inspection of exhaust system, turbochargers and tailpipes, no defects noted. Complied with annual aileron linear bearing inspection for debris, no defects noted. Complied with annual check of all static wicks for resistance, all checked good. Complied with annual servicing of nose strut. Complied with 100 hour exhaust system pressure test. Complied with annual inspection of elevator torque tube, no defects noted. Complied with Brackett Air Filter ICA I-194 and replaced induction filter with new BA-345E. Cleaned and repacked wheel bearings. Complied with annual inspection on S-TEC autopilot system, no defects noted. Complied with 50-Hour oil change, see engine log entry. Complied with AD 2007-07-06R1 dated 12/05/2008 for Elevator and aileron linear bearing inspection. Paragraph (e) Steps 1 thru 4 using Cessna SB07-002D dated 5/29/2008 Section II Maintenance Action and approved AMOC dated 7/16/2008, no defects noted. Next linear bearing inspection due Jan 2015. Complied with Cessna SEB-27-03 dated 5/16/2013 for Lower rudder hinge hardware inspection and installed new washer P/N MS15795-853 per service bulletin. Complied with AD2013-11-10 dated 5/16/2013 for inspecting fuselage tail areas, no defects noted using Cessna SB10-11-01 dated 8/17/2010. Copy of AD2013-11-10 inserted into POH/AFM Section 2 as required for future inspections. RH turbocharger cracked: Removed P/N 466304-9003 (646677) S/N IAL00286 and installed overhauled unit P/N 466304-9003 S/N XCI.00043 per TCM TSIO-550 M/M using new gaskets. Replaced broken safety wire on LH aft engine mount. Orifice missing on magneto air filter missing: Found missing orifice in engine baffle and re-installed as required. # 1 EGT indication is dead: Removed probe and found tip of probe eroded away. Replaced probe with new P/N AF1163201, operational check good. Last light goes out when trimming full left: Adjusted light in accordance with trim panel adjustment procedure (Lancair/Columbia 300/350/400) Document 08AMAN0001 Rev A, operational check good. All balance weights loose: Re-torqued all balance weight bolts per Chapter 27. Both main tires flat spotted: Replaced both main tires with new P/N 156E61-3 S/N'S 32282355 & 31332118 per Cessna 400 AMM and Cleveland M/M. Nose tire worn and showing cord: Replaced tire with new P/N 505C01-2 S/N 31867766 per Cleveland M/M. RH brake disk worn to minimum limit: Replaced brake disk with new P/N RA164-02504 per Cleveland M/M. LH & RH brake pads worn: Replaced linings with new P/N 066-06200 on each brake per Chapter 32. Replaced broken brake insulators on both brakes using new P/N 068-01100 per Chapter 32 in 400 AMM and Cleveland M/M. LH gear leg bushing migrated downward: Replaced leg bushing with new P/N 32FS16 per 400 AMM Chapter 32. Both belly panels need reseal: Replaced seals on both panels with new P/N 8512624 foam strip. Excess fiberglass exposed on left side of vertical stab by rudder weight: Trimmed and filed excess fiberglass and applied touch-up paint in accordance with Cessna 400 AMM Chapter 51. Propeller blades touched up with flat black paint after inspection per Inspection Checklist and Hartzell Manual 20A. Complied with leak and operational checks as required by annual inspection and repairs, all items above checked satisfactory. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 58122. Complied with final inspection for work accomplished under this work order. Aircraft Total Time: 914.7 Hours

Signature:  CRS Certificate No: 8IER466C
Chief Inspector

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TOTAL—Carry forward to next page		

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

ENTER IN : AIRFRAME RECORD

DATE -- 3 MARCH 2015
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N273OP
TIME --- 978.4

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished per Aero Industries, Inc. Form 005. Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist, no defects noted and ELT battery change date is Feb 2019. Complied with 100 hour exhaust system pressure test, no defects noted. Complied with annual inspection of elevator torque tube, no defects noted. Complied with Brackett Air Filter ICA I-194, no defects noted and replaced induction filter with new BA-345E. Complied with annual inspection of exhaust system, turbochargers and tailpipes, no defects noted. Complied with hand-held fire extinguisher inspection per NFPA-10, no defects noted (S/N S723628 Manufacture date 2004). Complied with annual aileron linear bearing inspection for debris, no defects noted. Moisture trapped in wing light lens: Removed and cleaned lenses. Inspected gasket, no defects noted. Re-installed landing/taxi lens and filet sealed with white RTV per Cessna 400 AMM. Secured engine heater plug by changing clamp to proper size (MS21919WDG16) and RTV's plug into clamp per SafeHeat Instructions. Complied with 1000-Hour MLG detailed inspection per Cessna 400 AMM, no defects noted. Complied with annual nose strut servicing, operational check good. Complied with annual check of all static wicks for resistance, all checked good. Cleaned, inspected and repacked wheel bearings, no defects noted. Complied with AD 2007-07-06R1 dated 12/05/2008 for Elevator and aileron linear bearing inspection, Paragraph (e) Steps 1 thru 4 using Cessna SB07-002D dated 5/29/2008 Section II Maintenance Action and approved AMOC dated 7/16/2008, no defects noted. Next linear bearing inspection due February 2016. RH brake assembly leaking: Removed, disassembled, cleaned, inspected, resealed with new o-ring P/N MS28775-222 and reassembled per Cleveland M/M. Re-installed RH brake caliper per Chapter 32 and bled brake as required, leak check good. LH brake disk worn to limits: Replaced brake disk with new P/N 164-02504 per Cessna 400 AMM and Cleveland M/M. Complied with LH alternator belt inspection, no defects noted. Complied with aileron control rods inspection for cracking, no defects noted at this time. Complied with aileron trim tab friction device inspection for proper operation and adjusted friction device to specification per 400 AMM. Complied with capacity test on RH main battery, S/N 40455231, battery passed and re-charged for return to service, operational check good on RH battery system. LH main battery due time change: Removed RG-1215 S/N 40455230 and installed new battery RG-1215 S/N 40698583 per Cessna 400 AMM Chapters 4 and 24, operational check good. Complied with 24-month compass swing and installed new compass correction card P/N C23-807. Complied with propeller spinner polishing as requested by customer. Replaced all cowling screws with new P/N'S MS246935274 and NAS1149FN632P per Chapter 71. Complied with annual inspection on S-TEC autopilot system, no defects noted. Complied with 1000-Hour power grid inspection and SAFE strip inspection per Cessna 400 AMM, no defects noted. Complied with 1000-Hour speedbrake Chapter 4 requirements: Removed P/N'S 300S0003-1 S/N'S 982754 & 982753 speedbrakes with P/N 010S043-1 S/N ALC-0829 and sent to Precise Flight. Re-installed repaired speedbrake system component P/N'S 300S0003-1 S/N'S 982753 & 982754 with P/N 010S043-1 S/N ALC-0829 in accordance with Cessna 400 AMM Chapter 27, operational check good at this time. Complied with 10-Year time change of 3-Volt battery in MFD: Removed MFD P/N 700-00004-104 Rev 4 S/N E0002 and sent to Avidyne Corporation: Re-installed repaired MFD P/N 700-00004-104 S/N E0002 in accordance with Cessna 400 AMM Chapter 34, operational check good. Complied with 10-Year time change of Front/Rear seat restraint devices by installing replacement P/N's 5-01-250710 Rev B, 5-01-255710 Rev B, 5-01-480710 Rev B and 5-01-465710 Rev B in accordance with Cessna 400 AMM Chapter 25. All new seat restraints were manufactured in 2015. Complied with 1000-Hour flight control deflection check on all controls: All controls measure within Cessna 400 AMM Chapter 27-00-00 limits with Cessna MK400-27-01A Instructions, no defects noted at this time. Complied with 1000-Hour door seal filter cleaning per 400 AMM. Complied with 1000-Hour inspection on alternator bearing & brush condition on both alternators, no defects noted per Cessna 400 AMM and Kelly Aerospace Instructions. RH door rain seal torn: Repaired RH door rain seal per Cessna 400 AMM. All balance weights loose, aileron and elevator: Re-torqued all balance weight bolts per Chapter 27. Cleaned and treated balance rods due to minor corrosion with CorrosionX per 400 AMM. RH brake wheel caliper leaking: Resealed caliper per Cessna 400 AMM and Cleveland M/M. Accomplished brake bled on RH brake, leak and operational check good per Chapter 32. Replaced fresh air hose with new P/N SCAT 10 hose per \$00 AMM as per customer request. Removed # 2 Garmin GNS 430 P/N 011-00280-10 S/N 97125459 for WAAS upgrade and sent to Garmin International. Removed # 1 Garmin GNS 430 P/N 011-00280-10 S/N 97125460 and installed in # 2 position per customer request, per Cessna 400 AMM Chapter 34. Complied with WAAS upgrade in accordance with Cessna SB09-34-01 dated March 9, 2009 with Cessna Modification Kit Instruction MK400-34-01 dated March 9, 2009. Installed modified Garmin GNS 430W P/N 011-01060-40 S/N 97125459 into # 1 position in instrument panel. Accomplished installation of wedge block P/N LB53404406 Rev A and new antenna P/N 013-00235-00 (Garmin GA35) mounted on wedge block in accordance with MK400-34-01 Instructions. Reference completed FAA Form 337 dated February 17, 2015 for completed WAAS upgrade, # 1 position only. Weight & Balance recomputed for upgrade and records amended in Section 6 of POH/AFM and Maintenance Records. New AFMS Supplement for WAAS upgrade inserted into Section 9 of POH/AFM as required by MK400-34-01. Complied with operational checks of # 1 Garmin GNS 430W and # 2 Garmin GNS 430 per Garmin 400 Series manuals and Cessna 400 AMM, operational check good.

All applicable AD's are current to date and compliance records updated. Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 59607. Complied with final Inspection for work accomplished under this work order. Aircraft Total Time: 978.4 Hours

Signature:  CRS Certificate No: BIER466C
Chief Inspector

SUB-TOTAL this page

TOTAL—Carry forward to next page

Page No. _____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK	
			TOTAL brought forward from previous page	

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

ENTER IN : AIRFRAME/ENGINE RECORD

DATE -- 21 AUG 2015
MAKE - LANCAIR
M/N -- 400
S/N -- 41071
REG. # N273OP
HOBBS: 1024.8

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.

1. Comply with engine oil change: Took oil sample and drained remaining oil. Removed oil filter, cut open and inspected, no defects noted. Installed new CH48108-1 oil filter, torqued and safeted as required. Serviced engine with 7 quarts of Aeroshell 100 Plus oil. Placed spare quart in customer baggage area as requested. Oil change completed in accordance with CMI TSIO-550 M/M. Ground run engine, leak and operational check good.
2. Front crank shaft nose seal leaking: Removed propeller to facilitate nose seal change. Cleaned seal area and installed new seal P/N 641250 per CMI TSIO-550 M/M. Re-installed propeller with new o-ring P/N C-3317-228 and new hardware P/N'S A2044 & A1381 per Cessna 400 AMM Chapter 61.
3. Air induction filter oil soaked: Removed contaminated air filter per M/M. Installed new oil filter P/N BA345E per 400 AMM.
4. Oil pressure fluctuating between 28 to 46 psi: Cleaned and replaced oil pressure cannon plug pins per Cessna 400 AMM & W/M, operational check good.
5. Winterization kit cable will not stay open: Replaced winterization cable assembly with new P/N 2850104-2 per 400 AMM, operational check good.
6. Induction air cable difficult to move: Lubed induction cable as required, operational check good.
7. Fuel leak @ RH wing fuel drain: Defueled wing and removed inboard fuel panel. Removed fuel drain and replaced with new P/N 79C20M per 400 AMM. Re-installed fuel panel with PR1428-B2 sealant and cured. Re-fueled RH wing, leak check good on new drain valve and fuel panel.
8. MFD - No fuel total display: Removed MFD for repair, P/N 700-00004-104 S/N E0020. Installed repaired P/N 700-00004-104 S/N E0019 per Cessna 400 AMM. Set up MFD configuration and installed new Avidyne flashcard data IAW Avidyne SB 601-00004-087 using steps 3.2.1 thru 3.2.7 and 4.1 thru 4.9, operational check good.
9. Removed nose wheel pant for paint repairs: Removed damage, prepped, primed, and painted nose wheel pant to match existing aircraft paint, all per Cessna 400 AMM Chapter 51. Re-installed nose wheel pant per Chapter 32.
10. Removed RH main wheel pant for paint repairs (Painted stained from fuel leakage): Removed damage, prepped, primed, and painted RH wheel pant to match existing aircraft paint per Chapter 51. Re-installed RH main wheel pant per Chapter 32.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final Inspection for work accomplished under this work order. 60213

Signature:  CRS Certificate No: BIER466C
Chief Inspector

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

DATE - 08 OCT 2015
MAKE - COLUMBIA
M/N - 400
S/N - 41071
REG. # N273OP
HOBBS: 1034.7

ENTER IN: AIRFRAME/ENGINE RECORD

Complied with the following in accordance with Cessna 400 m/m unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005 Serviced oxygen to 2000 PSI. Drained fuel from right wing, removed inboard wing access panel, found drain hole blocked, removed debris, resealed fuel panel, refueled wing per Cessna 400 m/m. Leak check good. Removed DAU PN 200-00001-000 SN 076, Installed new DAU PN 200-00001-000 SN 158. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final Inspection for work accomplished under this work order. #60476

Signature:  CRS Certificate No: BIER466C
Inspector

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TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

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

ENTER IN: AIRFRAME/ENGINE RECORD

Complied with the following in accordance with Cessna 400 m/m unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005 Removed and replaced both Master BATT/ALT switches IAW Cessna 400 m/m and WD. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final Inspection for work accomplished under this work order. #60713

Signature:  CRS Certificate No: BIER466C
Inspector

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

ENTER IN : AIRFRAME RECORD

DATE -- 4 MARCH 2016
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME --- 1049.2

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished per Aero Industries, Inc. Form 005. Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist, no defects noted and ELT battery change date is Feb 2021. Complied with avionics 24-Month certifications under CFR Part 91.411 & 91.413 under Avionics Work Order 60883 and certified on 2/4/2016. Reference Avionics Log Entries dated 2/4/2016 for further details. Complied with Brackett Air Filter ICA I-194, no defects noted and replaced induction filter with new BA-345E. Complied with hand-held fire extinguisher inspection per NFPA-10, fire extinguisher (S/N S723628 Manufacture date 2004) does not pass inspection: Replaced fire extinguisher with new H3R Aviation Model C352 S/N B-00099390 in accordance with Cessna 400 AMM and NFPA-10 Revision 2013. Oxygen cylinder is due hydrostatic test: Removed P/N 100N40000-1 Rev C S/N's NN0487975 & NN0488017 with P/N 100N40000-2 Rev C S/N NN0489215 for testing at Arcet Cylinder Service Division. Re-installed all three cylinder (All Passed) in accordance with Chapter 35 and purged oxygen system per Cessna 400 AMM Chapter 35. LH main battery S/N 40698583 was removed, capacity tested and re-charged after passing test. per Cessna 400 AMM Chapters 24, operational check good. RH main battery due time change: Removed RG-1215 S/N 40455231 and installed new battery RG-1215 S/N 40765548 per Cessna 400 AMM Chapter 24, operational check good. LH alternator is due 5-Year time change: Replaced LH alternator belt with new P/N 25-060325 per Cessna 400 AMM, reference Propeller Log for propeller being removed to facilitate belt change. LH alternator belt inspected after installation and verified proper tension per Cessna 400 AMM and CMI TSIO-550 M/M. Complied with annual inspection of elevator torque tube, no defects noted. Complied with 100 hour exhaust system pressure test, found pin hole in LH turbo transition duct. Complied with annual inspection of exhaust system, turbochargers and tailpipes, no defects noted. Complied with annual aileron linear bearing inspection for debris, no defects noted. Complied with inspection of exterior emergency door release system for 5-Year inspection, no defects noted. Complied with 500-Hour fuel gauge accuracy check, no defects at this time. Complied with annual inspection on S-TEC autopilot system per ICA and Cessna 400 AMM, cable tension is good, no defects noted. Complied with nose strut annual servicing per Cessna 400 AMM, no defects noted. Complied with 100-Hour / annual test of all static wicks, all checked good with the exception of LH horizontal stab wick. Replaced broken LH horizontal stab static wick with new P/N SD6-0001 per Cessna 400 AMM. Complied with annual cleaning, inspection and repack of all wheel bearings per Cessna 400 AMM. Complied with 7-Year time change of CO Detector: Removed P/N 452-201-010 S/N 85701 and installed new P/N 452-201-010RX S/N 85910 per Cessna 400 AMM, operational check good. Complied with AD 2007-07-06R1 dated 12/5/2008 for aileron and elevator linear bearing inspection per AD Paragraph (e) Steps 1 thru 4 using Cessna SB 07-002D dated 5/29/2008 Section II Maintenance Action and approved FAA AMOC dated 7/16/2008 for inspecting aileron linear bearings through existing wing inspection panels, no defects noted at this time. Next AD 2007-07-06R1 compliance is in 12 months or March 2017. Corrosion on Pitot tube and flange: Removed surface corrosion from Pitot tube and mast, treated with light film of CorrosionX per 400 AMM. RH nav light inop: Found bulb bad. Replaced bulb with new W1290-14 per Cessna 400 AMM and Whelen Instructions, operational check good. LH aileron bonding strap broken: Replaced bonding strap with new P/N 2824108-1 per 400 AMM. RH tailpipe contacting firewall, firewall has small hole and tailpipe has large chaff: Fabricated and Installed doubler made from 304 stainless steel as referenced in Cessna SD-09-024A repair document using AC43.13-1B and Cessna SD09-024A dated 4/02/2009 for minor repair. Tailpipe positioning corrected by the replacement of sagging engine isolator mounts. Chaff area on RH tailpipe is negligible and does not affect the airworthiness of the tailpipe. All applicable AD's are current to date and compliance records updated. Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 60774. Complied with final Inspection for work accomplished under this work order. Aircraft Total Time: 1049.2 Hours

Signature:  CRS Certificate No: BIER466C
Chief Inspector

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TOTAL—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

DATE - 18 DEC 2015
MAKE - COLUMBIA
M/N - 400
S/N - 41071
REG. # N2730P
HOBBS: 1048.2

MAKE: Cessna
MODEL: LC41-550FG
S/N: 41071
REG. NO: N2730P
WORK ORDER:
7551-06-2016

Airframe Entries

Serviced O2 tank with 2000 PSI of O2, checked for leaks no leaks found, No further action required.

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

DATE: 6/25/2016 SIGNED: 
Bill Ahmann
Certified Repair Station No. 5TCR105B

Work Order: 7551-06-2016

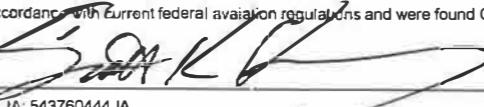
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MAKE: Cessna
MODEL: LC41-550FG
S/N: 41071
REG. NO: 2730P
WORK ORDER: 5336

Airframe Entries

- 1 Removed upper and Lower cowls for inspection due to report of oil leak. Found oil leaking at oil cooler fittings and wastegate supply fitting. Tightened bulkhead nut on wastegate fitting. Removed cleaned and resealed oil cooler fittings. Engine was washed, ran, checked for leaks and found OK.
- 3 Repositioned and secured alternate air control cable below oil cooler to prevent chaffing. Chafe protected with baffle seal material.
- 4 Removed Adel clamp securing LH induction duct to engine mount due to condition. Cleaned engine mount and painted bare metal in clamp area. Installed new clamp and secured.
- 5 Replaced loose Adel Clamp on Lower LH of engine mount and installed with new hardware.
- 6 Touched up Fire Protective paint inside upper cowl with Ocean Coatings No. 477 IAW product instructions.
- 7 Serviced oxygen system with ABO to 1800psi.

Items listed above have been inspected and or repaired in accordance with current federal aviation regulations and were found OK for return to service. See actual work order for any discrepancies.

DATE: 7/1/2016 SIGNED: 
Scott Kenney, IA: 543760444 IA

Work Order: 5336

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

ENTER IN : AIRFRAME RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.

1. Oil change due: Removed engine cowling. Took oil sample as required. Removed and replaced oil filter with new CH48109-1, torqued and safetied. Cut open old filter and inspected, no defects noted. Replenished 7 quarts of Aeroshell 100 Plus in engine and placed spare quart in customer baggage area. All work completed in accordance with CMI TSIO-550C M/M. Re-installed engine cowling per Chapter 71. Ground run engine, leak and operational check good.
2. RH tailpipe is chaffing on firewall/heatshield: Removed tailpipe and sent to Dawley Aviation for repair, P/N 654328. Re-installed repaired tailpipe per Cessna 400 AMM and TSIO-550C M/M.
3. RH firewall/heatshield requires repair: Fabricated sheet metal patch for firewall per AC43.13-1B, Section 4 and installed with sealant, CR3553-4-2 rivets and NAS1149FN832P. Re-installed heatshield in accordance with Cessna SB05-006B using CR3553-4-3 rivets. Sealed firewall per Cessna 400 AMM.
4. LH front engine isolator mount bad: Replaced mount with new P/N 94001-01 and 2850101-3 Isolator Locking Tab per Cessna 400 AMM Chapter 71.
5. Induction cable inop/stiff: Freed up cable, lubed and re-routed induction cable per Cessna 400 AMM, operational check good.
6. Fuel totalizer inoperative again (Intermittent): Troubleshoot with Avidyne assistance, downloaded engine data and saw no drop in fuel flow. DAU & MFD were previously replaced. Requires aircraft to be flown to further troubleshoot where system is failing.
7. Top cowling requires paint: Prepped, primed and painted top cowling in accordance with Cessna 400 AMM Chapter 51. Top cowling polished and blended to match existing paint finish.
8. Propeller spinner due polishing: Polished spinner as required per Cessna 400 AMM Chapter 20. OK for service.
9. Clean all windows, spotted with some kind of spray: Windows cleaned as required per 400 AMM Chapter 20.
10. Multiple nicks, scratches and red paint on wheel fairings: Cleaned scuff marks and red paint off of all wheel pants as required. All other marks were normal wear & tear. All completed items per Chapters 20 & 51.
11. Multiple scratches and overspray on bottom cowling: Buffed cowling as required per 400 AMM Chapter 51.
12. # 1 battery relay is not pulling battery "On" without cross-tie: Replaced LH battery relay using new P/N 70902 per Cessna 400 AMM and W/M, operational check good. OK for service.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Complied with final Inspection for work accomplished under this work order 61420

Signature:  CRS Certificate No: BIER466C
Chief Inspector

SUB-TOTAL this page

TOTAL—Carry forward to next page

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

ENTER IN : AIRFRAME RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted:

1. Preliminary Inspection accomplished per Aero Industries, Inc. Form 005.
2. Complied with ELT annual inspection and test in accordance with CFR Part 91 207(d) and ELT Inspection Checklist, no defects noted and ELT battery change date is Feb 2021.
3. Complied with Brackett Air Filter ICA I-194, no defects noted and replaced induction filter with new BA-345E.
4. Complied with hand-held fire extinguisher inspection per NFPA-10, fire extinguisher Model C352 S/N B-00099390 passes in accordance with Cessna 400 AMM and NFPA-10 Revision 2013.
5. LH main battery S/N 40698583 was removed, capacity test passed and re-charged after test per Cessna 400 AMM Chapters 24 and Concorde ICA, operational check good.
6. RH main battery was removed and capacity test completed, battery passed, RG-1215 S/N 40765548 per Cessna 400 AMM Chapter 24, operational check good.
7. LH alternator belt inspected for annual inspection and verified proper tension per Cessna 400 AMM and CMI TSIO-550 M/M, OK for service.
8. Complied with annual inspection of elevator torque tube for cracks and corrosion, no defects noted.
9. Complied with 100 hour exhaust system pressure test, no defects noted per 400 AMM.
10. Complied with annual inspection of exhaust system, turbochargers and tailpipes, no defects noted.
11. Complied with annual aileron linear bearing inspection for debris, no defects noted.
12. Complied with annual inspection on S-TEC autopilot system per ICA and Cessna 400 AMM, cable tension is good, no defects noted.
13. Complied with nose strut annual servicing per Cessna 400 AMM, no defects noted.
14. Complied with 100-Hour / annual test of all static wicks, all checked good with the exception of LH & RH wing static wicks. Replaced LH & RH static wicks with new P/N SD6-0001 per Cessna 400 AMM.
15. Complied with inspection of aileron hinges and middle hinge bonding jumper, no defects noted.
16. Complied with inspection of rudder hinge pins and measurement check: Top was .245, Middle was .245 and Lower was .246, all within limits per 400 AMM Chapter 27. Re-installed rudder assembly per Chapter 27.
17. Alternate air cable will not move and cable housing is loose in panel: Removed inner cable from housing, straightened and lubed. Rerouted cable and secured housing in panel. Re-rigged and secured cable, operational check good per Cessna 400 AMM. OK for service.
18. Complied with annual cleaning, inspection and repack of all wheel bearings per Cessna 400 AMM.
19. Elevator balance weights loose: Re-torqued elevator balance weights per Cessna 400 AMM Chapter 27.
20. Elevator trim has excessive play: Found clevis pins for motor and tab connections worn. Replaced clevis pins with new P/N MS20392-1C15 and MS20392-1C13 and secured with cotter pin P/N MS24665-134 per Chapter 27.
21. LH aileron balance rods have corrosion: Cleaned and treated corrosion per Cessna 400 AMM, OK for service.
22. LH main tire flat spotted: Replaced LH main tire and tube with new P/N'S 156E6681 S/N 63175593 & 302-246-401 per Cleveland M/M.
23. LH brake caliper leaking from both pistons: Removed, cleaned pistons and replaced o-rings with new P/N MS28775-222 per Cleveland M/M and reassembled, leak check good.
24. Complied with AD 2007-07-06R1 dated 12/5/2008 for aileron and elevator linear bearing inspection per AD Paragraph (e) Steps 1 thru 4 using Cessna SB 07-002D dated 5/29/2008 Section II Maintenance Action and approved FAA AMOC dated 7/16/2008 for inspecting aileron linear bearings through existing wing inspection panels, no defects noted at this time. Next AD 2007-07-06R1 compliance is in 12 months or March 2018.
25. Complied with aileron control rod inspection for cracks and corrosion, no defects noted per 400 AMM.
26. Complied with inspection of aileron trim tab friction device for proper operation and adjustment, checked good, ok for service.
27. Complied with 24-Month compass swing and installed new correction card P/N C23-807 per Cessna 400 AMM.
28. Complied with all flight control rod inspections for proper installation and security at a connections in elevator, aileron and flap systems in accordance with Cessna 400 AMM Chapter 27.
29. All applicable AD's are current to date and compliance records updated.
30. Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory.
31. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 62103. Complied with final Inspection for work accomplished under this work order. Aircraft Total Time: 1120.3 Hours

Signature:  CRS Certificate No: BIER466C
Chief Inspector

SUB-TOTAL this page

TOTAL—Carry forward to next page

DATE -- 11 APRIL 2017
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME --- 1120.3 HOURS

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

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

ENTER IN : AIRFRAME/ENGINE RECORD

Complied with the following in accordance with unless otherwise noted: Preliminary Inspection accomplished in accordance with Aero Industries, Inc. Form 005.

1. RH main tire tread worn inside: Removed RH wheel pant. Verified wheel camber, within limits per 400 AMM. Tire is still serviceable per Cessna 400 AMM. Re-installed RH MLG wheel part per Cessna 400 AMM Chapter 32. No action taken on tire.
2. # 5 CHT is red lined: Replaced # 5 CHT probe with new P/N RF1036401 per Cessna 400 AMM.
3. Spinner needs polished: Polished spinner per Cessna 400 AMM.
4. Rudder paint chipped at balance horn: Sanded, primed and painted effected area per Chapter 51. Verified static balance, 10.48 in lbs and total weight 17.125 to be within limits per Cessna 400 AMM Chapter 27. Re-installed rudder per Cessna 400 AMM Chapter 27.

The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. **Complied with final Inspection for work accomplished under this work order. 62419**

Signature:  CRS Certificate No: BIER466C
Chief Inspector

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

ENTER IN : AIRFRAME RECORD

COMPLIED WITH THE FOLLOWING IN ACCORDANCE WITH CESSNA 400 AMM UNLESS OTHERWISE NOTED:

1. PRELIMINARY INSPECTION ACCOMPLISHED IN ACCORDANCE WITH AERO INDUSTRIES, INC. FORM 005.
2. # 3 CHT Red X: Replaced CHT probe with new P/N RF1036401 in accordance with CESSNA 400 AMM. OPERATIONAL CHECK GOOD.

COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER. AIRCRAFT HOBBS: 1128.6 HOURS

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THE AIRCRAFT IS APPROVED FOR RETURN TO SERVICE. DETAILS OF THIS INSPECTION AND/OR REPAIR ARE ON FILE AT THIS REPAIR FACILITY UNDER WORK ORDER NO. 62429

SIGNATURE:  CRS CERTIFICATE No: BIER466C
CHIEF INSPECTOR

SUB-TOTAL this page

TOTAL—Carry forward to next page

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

ENTER IN : AIRFRAME RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted:

1. Preliminary Inspection accomplished per Aero Industries, Inc. Form 005.
2. Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist, no defects noted and ELT battery change date is Feb 2021.
3. Complied with Avionics 24-Month certifications under Work Order # 63445 for 91.411 & 91.413. Reference Avionics log entries for details.
4. Complied with hand-held fire extinguisher inspection per NFPA-10 Revision 2018, fire extinguisher Model C352 S/N B-00099390 passes in accordance with Cessna 400 AMM and NFPA-10 Revision 2018.
5. LH main battery S/N 40698583 was removed, capacity tested, failed test and was replaced with new RG1215 S/N 40886311 per Cessna 400 AMM Chapter 24 and Concorde ICA, operational check good.
6. RH main battery was removed and capacity test completed, battery passed, RG-1215 S/N 40765548 per Cessna 400 AMM Chapter 24, operational check good.
7. Complied with Brackett Air Filter ICA I-194, no defects noted and replaced induction filter with new BA-345E.
8. Complied with aileron hinge inspection and middle hinge bonding jumper inspection, no defects noted.
9. Complied with annual aileron linear bearing inspection for debris, no defects noted.
10. LH alternator belt inspected for annual inspection and verified proper tension per Cessna 400 AMM and CMI TSIO-550 M/M, OK for service.
11. Complied with annual inspection of elevator torque tube for cracks and corrosion, no defects noted.
12. Complied with 100 hour exhaust system pressure test: Found LH tailpipe leaking at wastegate valve flange: Removed LH tailpipe for repair at Dawley Aviation, P/N 2850100-5. Re-installed repaired LH tailpipe P/N 2850100-5 in accordance with CMI TSIO-550 M/M, OK for service.
13. Complied with annual inspection on S-TEC autopilot system per ICA and Cessna 400 AMM, cable tension is good, no defects noted.
14. Complied with annual inspection of exhaust system, turbochargers and tailpipes, see # 12 above for corrective action.
15. Complied with nose strut annual servicing per Cessna 400 AMM, no defects noted.
16. Complied with annual cleaning, inspection and repack of all wheel bearings per Cessna 400 AMM.
17. Complied with inspection of rudder hinge pins and measurement check: Top was .246, Middle was .246 and Lower was .246, all within limits per 400 AMM Chapter 27. Re-installed rudder assembly per Chapter 27.
18. Complied with 100-Hour / annual test of all static wicks, all checked good per Cessna 400 AMM.
19. Complied with AD 2007-07-06R1 dated 12/5/2008 for aileron and elevator linear bearing inspection per AD Paragraph (e) Steps 1 thru 4 using Cessna SB 07-002D dated 5/29/2008 Section II Maintenance Action and approved FAA AMOC dated 7/16/2008 for inspecting aileron linear bearings through existing wing inspection panels, no defects noted at this time. Next AD 2007-07-06R1 compliance is in 12 months or June 2019.
20. Complied with AD 2017-04-06 dated 4/07/2017 for United Instruments 9534 Series altimeters: Installed stand-by altimeter S/N 443164 is not effected by AD and United SB No. 13, no further action due.
21. Oxygen will not hold and leaks down: Inspected oxygen system, found center cylinder leaking at 90 degree fitting. Replaced o-rings per Cessna 400 AMM. Serviced system to full, leak check good.
22. Check GPS antenna for seal: Resealed GPS antenna per Cessna 400 AMM with RTV as required.
23. Induction heat cable/knob loose. Nut in back fell down cable. Retrieved nut and tightened per Cessna 400 AMM.
24. RH MLG tire valve stem missing dust cap: Installed new valve stem cap P/N 637 per Cessna 400 AMM.
25. Repositioned carpet at center console to prevent seats from binding per Cessna 400 AMM.
26. Co-pilots inboard seat back pivot pin cutting into center console leather: Adjusted clevis pin as required, operational check good per Cessna 400 AMM Chapter 25-10-00-2 Rev 2.
27. LH forward sidewall panel disbanding on back side (Area that sandwiches between aft panels): Applied a fiberglass layup on LH forward sidewall panel in accordance with Cessna 400 AMM Chapter 51.
28. NLG wheel bearing has dented cage: Replaced bearing with new P/N 08125-20629 per Cessna 400 AMM and Cleveland M/M.
29. NLG wheel pant has elongated holes on both sides: Repaired holes with fiberglass lay-up in accordance with Cessna 400 AMM Chapter 51. Re-installed repaired wheel pant per Chapter 32.
30. RH MLG wheel pant side cover has damaged/cracked/delaminated finish: Does not affect airworthiness, no further action taken.
31. LH MLG wheel has corrosion: Removed corrosion per Cessna 400 AMM.
32. LH MLG brake disk is cracked: Replaced brake disc with new P/N 164-02504 per Cleveland M/M.
33. LH & RH door seal coil hoses are dry rotted: Replaced LH & RH coil hoses with new P/N S2800-1088 per Cessna 400 AMM, leak and operational check good.
34. RH MLG tire worn past limits: Replaced tire with new P/N 156E6681 S/N 73435827 and inflated to 55 PSI per Cleveland M/M and 400 AMM.
35. All brake pads have large chunks of material missing: Replaced brake pads with new P/N 066-06200 per Cleveland M/M and 400 AMM.
36. Elevator control rod in cabin/empennage has a loose jam-nut: Torqued jam-nut to 100 in lbs per Cessna 400 AMM Chapter 27.
37. Complied with brake bleed on LH & RH systems per Cessna 400 AMM.
38. RH elevator drain hole clogged: Cleared RH elevator drain hole per Cessna 400 AMM Chapter 27-00-00.
39. Elevator trim actuator harness needs a tywrap mount glued: Glue in tywrap mount and re-attached electrical harness per Cessna 400 AMM.
40. Complied with all flight control rod inspections for proper installation and security at connections in elevator, aileron and flap systems in accordance with Cessna 400 AMM Chapter 27.
41. All applicable AD's are current to date and compliance records updated.
42. Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory.
43. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 63433. Complied with final Inspection for work accomplished under this work order. Aircraft Total Time: 1160.8 Hours ETSN: 1160.8 Hours

Signature:  CRS Certificate No: BIER466C
Chief Inspector

TOTAL—Carry forward to next page

DATE -- 7 JUNE 2018
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N273OP
TIME --- 1160.8 HOURS

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page



Hillsboro Aviation Inc. FAA Approved Repair Station # LJER093G 3845 NE 30th Avenue, Hillsboro, OR 97124 Phone (503)648-2831

N2730P

WO#: M18297

Date: 7/11/2018

AIRFRAME LOG

Make: Cessna

Model: Columbia 400

S/N: 41071

Flight Recording Time: 1182.3

Filled oxygen system. Replaced quick release connector on RPM pick-up sensor. Ops check satisfactory.

Designated Repair Station Inspector: Jeff Engling

CRS# LJER093G

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

ENTER IN: AIRFRAME RECORD

DATE -- 7 JUNE 2019
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME --- 1225.4 HOURS

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted:

1. Preliminary Inspection accomplished per Aero Industries, Inc. Form 005.
2. Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist, found two cracks in battery cover and one crack in top of ELT at screw holes. ELT sent to Artex/ACR for repairs, Model ME406 S/N 188-0356. Re-installed repaired ELT, operational check good. New ELT battery change date is May 2026.
3. Complied with hand-held fire extinguisher inspection per NFPA-10 Revision 2018, fire extinguisher Model C352 S/N B-00099390 passes in accordance with Cessna 400 AMM and NFPA-10 Revision 2018 (4 LBS 10.4 OZ). No defects noted.
4. LH main battery RG1215 S/N 40886311 was capacity tested and battery passed per Concorde ICA. Battery was re-charged for return to service per M/M, Chapter 24 and Concorde ICA, operational check good.
5. RH main battery was removed, P/N RG1215 S/N 40765548 and capacity tested, battery passed. Battery top charged for return to service per Cessna 400 AMM Chapter 24 and Concorde ICA, operational check good.
6. Complied with Brackett Air Filter ICA I-194, no defects noted and replaced induction filter with new BA-345E.
7. Complied with aileron hinge inspections and middle hinge bonding/jumper inspection, no defects noted.
8. Complied with annual aileron linear bearing inspection for debris, no defects noted.
9. LH alternator belt inspected for annual inspection and verified proper tension per Cessna 400 AMM and CMI TSIO-550 M/M, OK for service.
10. Complied with annual inspection of elevator torque tube for cracks and corrosion, no defects noted.
11. Complied with annual inspection on aileron trim tab friction device for proper operation and adjustment, no defects noted per Cessna 400 AMM.
12. Complied with annual inspection of aileron control rods for corrosion and cracking, no defects noted per Cessna 400 AMM.
13. Complied with annual inspection of exhaust system, turbochargers and tailpipes. Found exhaust leak at wastegate lower flange: Removed LH tail pipe for repair at Dawley Aviation, P/N LC71849107. Re-installed repaired LH tail pipe P/N LC71849107 per CAT Manual M-0. pressure check good.
14. Complied with 100 hour exhaust system pressure test: Found one leak, see # 13 above for repair.
15. Complied with nose strut annual servicing and inspection per Cessna 400 AMM, no defects noted.
16. Complied with inspection of rudder hinge pins and measurement check: Top was .246, Middle was .246 and Lower was .246, all within limits per 400 AMM Chapter 27. Re-installed rudder assembly per Chapter 27.
17. Complied with annual cleaning, inspection and repack of all wheel bearings per Cessna 400 AMM. Found each main wheel with one un-approved bearing and each main wheel had two un-approved cups (Races): Replaced un-approved parts and installed new bearing P/N 13889-20629 in each main wheel and replaced all main wheel cups with new P/N 13836-20629 per Cleveland M/M. OK for service.
18. Complied with 100-Hour /annual test of all static wicks, found two stab static wicks bad, remaining checked good per Cessna 400 AMM. Replaced LH & RH stab wicks with new P/N SD6-0001 per Cessna 400 AMM.
19. Both MLG leg bushings are migrating out of gearbox cavity: Replaced bushings with new P/N 32DP416 with Loctite 660 per Cessna 400 AMM Chapter 32.
20. Complied with oxygen system servicing per Cessna 400 AMM. OK for service.
21. Aft LH BOSE headset jack disconnected: Reconnected aft LH BOSE headset jack per Cessna 400 Elect Manual CH23-00-00, operational check good.
22. Complied with AD 2007-07-06R1 dated 12/5/2008 for aileron and elevator linear bearing inspection per AD Paragraph (e) Steps 1 thru 4 using Cessna SB 07-002D dated 5/29/2008 Section II Maintenance Action and approved FAA AMOC dated 7/16/2008 for inspecting aileron linear bearings through existing wing inspection panels, no defects noted at this time. Next AD 2007-07-06R1 compliance is in 12 months or June 2020.
23. Compass reattached in proper location as required. Completed compass swing and installed new compass correction card P/N C23-807 per AC43.13-1B Chapter 12 Section 3 Paragraph 12-37.
24. Complied with annual inspection on S-TEC autopilot system per ICA and Cessna 400 AMM, cable tension for roll servo bridle cable is 30 lbs and pitch servo bridle cable is 28 lbs, both bridle tensions are within limits per Cessna 400 AMM Chapter 22-00-00 Paragraph 12 & 12 (c). Complied with Cessna 400 AMM Chapter 22-00-00 Paragraph 9, S-TEC ICA for annual inspection, OK for service.
25. Complied with painting both steps with black anti-slip paint per Cessna 400 AMM Chapter 51. OK for service.
26. Complied with paint touch-up with white paint on RH horizontal stab per Cessna 400 AMM Chapter 51.
27. Installed new cowling screws per Cessna 400 AMM Chapter 71 as requested.
28. Customer supplied with small bottle of green touch-up paint as requested.
29. Complied with all flight control rod inspections for proper installation and security at 34 connections for elevator, aileron and flap systems in accordance with Cessna 400 AMM Chapter 27. No defects noted.
30. All applicable AD's are current to date and compliance records updated.
31. Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory.
32. The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 94853. Complied with final inspection for work accomplished under this work order. Aircraft Total Time: 1225.4 Hours ETSN: 1225.4 Hours

Signature: James P. Hall CRS Certificate No: BIER466C
Chief Inspector

SUB-TOTAL this page

TOTAL—Carry forward to next page

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

ENTER IN: AIRFRAME RECORD

Complied with the following in accordance with Cessna 400 m/m unless otherwise noted: Preliminary inspection complied with per Aero Industries, Inc. Form 005. Complied with Final Inspection for work accomplished under this work order. **Cleaned up area around top Ryan TCAD antenna. Resealed antenna with white RTV IAW Cessna 400 m/m.** The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service. Details of this inspection and/or repair are on file at this repair facility under Work Order No. 64929

Signature:  CRS Certificate No: BIER466C
Inspector

DATE - 10 JUNE 2019
MAKE - COLUMBIA
M/N - 400
S/N - 41071
REG. # N2730P
HOBBS: 1225.4

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

ENTER IN: AIRFRAME RECORD

Complied with the following in accordance with Cessna 400 AMM unless otherwise noted:

- Preliminary Inspection accomplished per Aero Industries, Inc. Form 005.
- Complied with ELT annual inspection and test in accordance with CFR Part 91.207(d) and ELT Inspection Checklist, Model ME406 S/N 188-03560. Re-installed ELT operational check good. New ELT battery change date is May 2026.
- Complied with hand-held fire extinguisher inspection per NFPA-10 Revision 2018, fire extinguisher Model C352 S/N B-00099390 passes in accordance with Cessna 400 AMM and NFPA-10 Revision 2018 (4 LBS 10 OZ). No defects noted.
- LH main battery RG1215 S/N 40886311 was capacity tested and battery passed per Concorde ICA. Battery was re-charged for return to service per M/M, Chapter 24 and Concorde ICA, operational check good.
- RH main battery was removed for time change, P/N RG1215 S/N 40765548. Installed new P/N RG1215 S/N 41016050 after top charge, all IAW Cessna 400 AMM Chapter 24 and Concorde ICA, operational check good.
- Avionics 24-Month certifications for CFR 91.411 & 91.413 were completed under Avionics Work Order # 56332. All checks were good IAW CFR Part 43 Appendix E & F. Reference Avionics Log entries in log book dated 6/24/2020. Next certifications are due 6/24/2022.
- Compass taped to windshield with unapproved tape: Secured compass to windshield IAW Cessna 400 AMM Chapter 34-20. Accomplished compass swing and installed new correction card P/N C23-807 IAW AC43.13-1E Chapter 12 Section 3.
- LH alternator belt inspected for annual inspection and verified proper tension per Cessna 400 AMM and CMI TSIO-550 M/M, OK for service.
- Complied with annual inspection of elevator torque tube for cracks and corrosion, no defects noted.
- Complied with annual aileron linear bearing inspection for debris, no defects noted.
- Complied with aileron hinge inspections and middle hinge jumper inspection, no defects noted.
- Complied with annual inspection of exhaust system, turbochargers and tailpipes. Found exhaust leak at wastegate lower flange, see item below for LH exhaust tail pipe repair. No other defects found.
- Complied with 100 hour exhaust system pressure test: Found one leak at wastegate flange on LH tailpipe, Removed tail pipe for repair at Dawley Aviation, P/N 654329. Installed repaired LH tail pipe assembly P/N 554329 using new gasket 6521150 IAW Cessna 400 AMM Chapter 78 and CAT Manual M-0, pressure check good after installation.
- Complied with Brackett Air Filter ICAI-194, no defects noted and replaced induction filter with new BA-345E.
- Complied with annual inspection on S-TEC autopilot system per ICA and Cessna 400 AMM, cable tension for roll servo bridle cable is 31 lbs and pitch servo bridle cable is 28 lbs, both bridle tensions are within limits per Cessna 400 AMM Chapter 22-00-00 Paragraph 12 & 12 (c). Complied with Cessna 400 AMM Chapter 22-00-00 Paragraph 9, S-TEC ICA for annual inspection, OK for service.
- Complied with nose strut annual servicing and inspection per Cessna 400 AMM, no defects noted.
- Complied with inspection of rudder hinge pins and measurement check: Top was .245, Middle was .245 and Lower was .248, all within limits per 400 AMM Chapter 27. Re-installed rudder assembly per Chapter 27. No defects noted.
- Complied with 100-Hour /annual test of all static wicks, found five static wicks bad, LH & RH Ailerons, RH wing, LH stab & RH elevator, remaining checked good per Cessna 400 AMM. Replaced bad static wicks noted above with LH & RH stab wicks with new P/N SD6-0001 per Cessna 400 AMM.
- Complied with annual cleaning, inspection and repack of all wheel bearings per Cessna 400 AMM.
- Complied with oxygen system servicing per Cessna 400 AMM. OK for service.
- Complied with AD 2007-07-06R1 dated 12/5/2008 for aileron and elevator linear bearing inspection per AD Paragraph (e) Steps 1 thru 4 using Cessna SB 07-002D dated 5/29/2008 Section II Maintenance Action and approved FAA AMOC dated 7/16/2008 for inspecting aileron linear bearings through existing wing inspection panels; no defects noted at this time. Next AD 2007-07-06R1 compliance is in 12 months or JULY 2021.
- Complied with 36-Month oxygen CPC connector o-ring time change. Replaced all o-rings with new P/N 9452K16 IAW Cessna 400 AMM Chapter 35.
- POH/AFM is not current, new Temp Revision not inserted: Located and inserted revised pages for TR's 6 thru 9 and new revision listing.
- Radios - Some static on the radios. Need to clean pins? Check antenna connections for cleanliness. Static when radios first come on, even without TX or RX: Disconnected COM 1 BNC connector and COM 2 BNC connector, #1 Garmin 430 & #2 Garmin 430 and inspected all for corrosion and defects. Found light corrosion on P400 pins 11 & 12, aircraft power for #1 Garmin 430, no other defects found. Cleaned all connections and applied Stabilant 22, Reinstalled all connections and secured, all per Cessna 400 AMM Chapter 34, operational check good during ground checks with engines running.
- LH elevator balance weight is loose: Retorqued elevator balance weight bolts per Cessna 400 AMM Chapter 20 & 27.
- Piece of missing gasket material @ forward belly panel: Replaced 6" piece of missing gasket foam with new P/N P840402 IAW Cessna 400 AMM.
- Forward half of aileron trim tab hinge cracked in two places: Replaced aileron trim tab hinge assy with new P/N 28241126 per AC43.13-1E Chapter 4 Section 4.
- NLG wheel bearing and race worn on Pilot's side of wheel. Replaced bearing and race with new P/N'S 08231-20629 & 08125-20629 per Cleveland M/M & 400 AMM.
- RH brake caliper puck insulators worn: Replaced RH brake caliper insulators with new P/N 088-00100 per Cleveland M/M.
- LH brake caliper shows evidence of leak between caliper and 45 degree elbow: Cleaned staining and reassembled, leak check good per Cessna 400 AMM Chapter 32.
- Ground power receptacle ground wire connection loose: Tightened ground power receptacle ground wire connection IAW Cessna 400 AMM.
- Complied with all flight control rod inspections for proper installation and security at 38 connections for elevator, aileron and flap systems in accordance with Cessna 400 AMM Chapter 27. No defects noted.
- All applicable AD's are current to date and compliance records updated.
- Complied with all leak and operational checks as required by annual inspection and repairs accomplished in this work order, all items above checked satisfactory
- The maintenance described above was inspected and repaired in accordance with current technical data and FAA Regulations and with respect to the work performed, the aircraft is approved for return to service.

In addition to the above repairs, I certify this aircraft was inspected in accordance with the Cessna 400 AMM Chapter 5-20-00 Inspection Checklist for an Annual Inspection and was determined to be in airworthy condition. Details of this inspection and/or repairs above are on file at this repair station under Work Order No. 66307. Complied with final inspection for work accomplished under this work order. Aircraft Total Time: 1265.1 Hours ETSN: 1265.1 Hours

Signature:  CRS Certificate No: BIER466C
Chief Inspector

DATE -- 16 JULY 2020
MAKE -- LANCAIR
M/N -- 400
S/N -- 41071
REG. # N2730P
TIME -- 1265.1 HOURS

AERO INDUSTRIES, INC
5745 HUNTSMAN RD
RICHMOND INT'L AIRPORT
VA. 23250-2411

ENTER IN: ~~AIRPLANE~~ / 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 005.
- ~~Install AirWolf STC SA02268CH for Air/Oil Separator per customer request: installed AirWolf STC SA02268CH Air/Oil Sep Kit P/N AFC W367-B in accordance with Airwolf Instruction AFC-W360 Revision D dated 5/12/2020. Reference FAA Form 337 dated 2/17/2021 for completed details. Weight & Balance amended with Equipment List Addition dated 2/17/2021.~~
- Complied with operational check and leak check on newly installed AirWolf Air/Oil Separator STC, no leaks found. OK for service.
- Conducted case pressure check after AirWolf STC installation, pressure rechecked at 90 MPH on required indicator and found within CAT Manual M-0 Page 8-24 Chart 8-9.1. OK for service.
- # 5 CHT probe needs replaced, found frayed wire at spring end: Replaced probe for # 5 cylinder using new P/N RF1036401 IAW Cessna 400 AMM Chapter 77-20, operational check good. OK for service.
- Reinstalled engine cowling IAW Cessna 400 AMM Chapter 71.
- COMPLIED WITH FINAL INSPECTION FOR WORK ACCOMPLISHED UNDER THIS WORK ORDER.

THE MAINTENANCE DESCRIBED ABOVE WAS INSPECTED AND/OR REPAIRED IN ACCORDANCE WITH CURRENT TECHNICAL DATA AND FAA REGULATIONS AND WITH RESPECT TO THE WORK PERFORMED, THIS AIRCRAFT IS RETURNED TO SERVICE. DETAILS OF THIS WORK ORDER ARE ON FILE IN THIS REPAIR FACILITY UNDER WORK ORDER NO. 67066

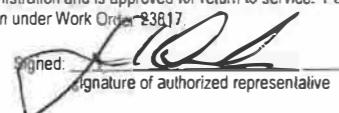

Signature
CHIEF INSPECTOR

CRS CERTIFICATE NO: BIER466C

AIRFRAME LOGBOOK ENTRY

07/07/2021 N2730P Tach: 1310.5 TT: 1310.5

Removed GNS 430W and GNS 430 and installed new GTN 650Xi and serviceable GTN650. Form 337 completed and weight and balance revised. This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 23817.

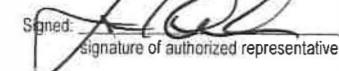

Signed:
Signature of authorized representative

Rite-Way Aviation, Inc.
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

X08/16/2021 N2730P Tach: 1315.7 TT: 1315.7

Completed 100 hour inspection per Appendix D to Part 43. ELT inspected in accordance with FAR 91.207(d). Complied with AD 2007-07-06R1 (linear bearings) by inspection. Performed static wick resistance check. Both batteries capacity tested. Replaced right wing outboard static wick. Adjusted baggage door annunciator switch. This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24036. I certify that this aircraft has been inspected in accordance with a(n) annual inspection and was determined to be in an airworthy condition.

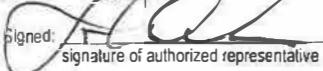

Signed:
Signature of authorized representative

Rite-Way Aviation, Inc.
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

07/07/2021 N2730P Tach: 1310.5 TT: 1310.5

Removed GNS 430W and GNS 430 and installed new GTN 650Xi and serviceable GTN650. Form 337 completed and weight and balance revised. This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 23817.


Signed:
Signature of authorized representative

Rite-Way Aviation, Inc.
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

DATE - 17 FEB 2021
MAKE - TCM
M/N - TSO-550C(5)
S/N - 914322
REG. # N2730P
HOBBS: 1272.0 HOURS

Date: 10/17/21

Aeroformance LLC

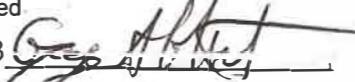
N2730P Colombia 400 S/N: 41071

Hobbs: Tach:

Removed LH main tire and tube and replaced with new tire PN 156E66B1 SN 11715332, new tube PN 06-05300-1, and reinstalled. Removed RH main tire and tube and replaced with new tire PN 156E66B1 SN 11725347, new tube PN 06-05300-1 and reinstalled. Cleaned, inspected, and repacked all bearings with grease. No defects noted at this time.

All above work has been completed in accordance with applicable maintenance/service manual. Aircraft approved for return to service per work performed

Gage Akhurst A&P 3624113


AIRFRAME LOGBOOK ENTRY

01/25/22 N2730P Tach: 1357.6

Corrected setting in the #1 GTN Setup Config. #1 NAV information is now displayed on the indicator.


Signed:
Signature of authorized representative

Rite-Way Aviation, Inc.
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

RITE WAY AVIATION
an AEROHP Company

AIRFRAME LOGBOOK ENTRY

05/31/2022 N2730P Tach: 1395.2

Repositioned oil pressure sending unit wiring to allow for flexibility. Cleaned connector and ran aircraft. No fluctuation of oil pressure noted.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24519.


Signed:
Signature of authorized representative

Rite-Way Aviation
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

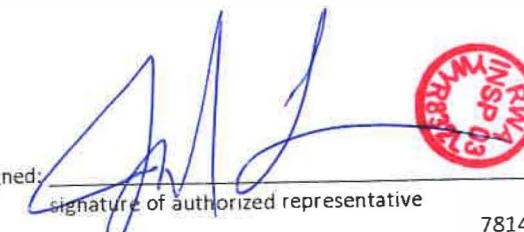
07/06/2022

N2730P

Tach: 1400.8

The ATC Transponder tests and inspections required by FAR 91.413 were found in compliance with FAR 43, Appendix E and F. The altimeter, altitude reporting, static system tests, and inspections required by FAR 91.411 were found in compliance with FAR 43, Appendix E. Altimeter tested to 25,000 feet. Located a/c drain line behind carpet on right side of baggage compartment area. Reconnected drain tube to a/c system.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24595.

Signed: 
signature of authorized representative



Rite-Way Aviation
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

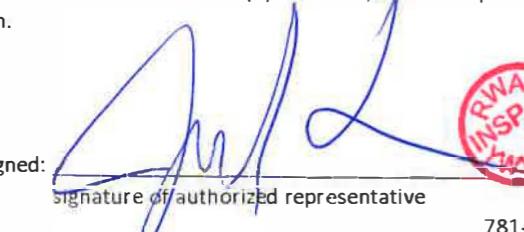
09/02/2022

N2730P

Tach: 1411.1 AFTT: 1411.1

Completed 100 hour inspection per Appendix D to Part 43. Inspected aileron and elevator linear bearings per AD 2007-07-06R1. Bearings are clean and no foreign material is present. ELT inspected in accordance with FAR 91.207(d). Replaced cargo door gas spring. Performed static wick resistance check. No discrepancies noted. Removed corrosion from pitot tube and mast.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24660. I certify that this airframe has been inspected in accordance with a(n) 100 Hour/Annual inspection and was determined to be in an airworthy condition.

Signed: 
signature of authorized representative



Rite-Way Aviation
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

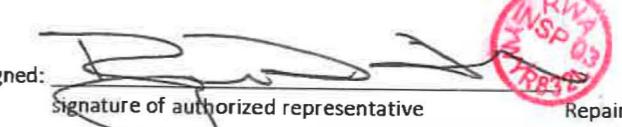
11/16/2022

N2730P

Tach:1430.0

Replaced #3 CHT probe P/N: RF1036401. Performed engine run and ops check. All systems are normal at this time. No further defects noted.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24761.

Signed: 
signature of authorized representative

Rite-Way Aviation
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

AIRFRAME LOGBOOK ENTRY

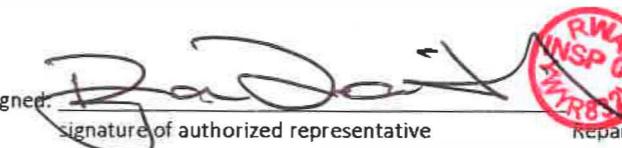
12/08/2022

N2730P

Tach:1438.6

Removed cannon plug from Tachometer to Avidine, cleaned, reconnected, and clamped harness. Performed operational engine run. All Ops. Checks are nominal.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24792.

Signed: 
signature of authorized representative

Rite-Way Aviation
Repair Station YWYR832L
7814 Eagle Lane, Spring, TX 77379

MAKE: Lancair
 MODEL: LC41-550FG
 S/N: 41071
 REG NO.: N2730P

Rite-Way Aviation
 FAA Cert: YWYR832L
 7814 Eagle Lane
 Spring, TX 77379

W/O #: Spring25125-10-2023
 DATE: 11-09-2023
 A/C TT: 1465.6
 A/C Tach:
 Hobbs: 1465.6

Airframe

- Completed Airframe Annual Inspection Per Rite-Way Aviation Form RW1 & RW4 (01/10/2023) per and exceeding requirements of Title 14 CFR Part 43 Appendix D. Performed operational check of safety systems, leak check of airframe components, no defects are noted at this time.
- Completed ELT test and inspection per the requirements of CFR 91.207(d). All tests and inspections are normal at this time.
- Coordinated with client on workorder status, inspection items, component pricing and lead time. Completed AD research, time-controlled items, component research, technician direction, maintenance manual review and OEM coordination as required. All applicable ADs have been complied with through Bi-Week 2023-23.
- Removed R/H S/N: 982753, L/H S/N 982754 speed brakes P/N: 010S0080-1 and controller P/N: 010S0043-1 S/N: ALC-0829 for 100hr overhaul. Installed overhauled R/H & L/H speed brakes P/N: 300S0003-5 R/H: S/N 982753 L/H S/N: 982754 and upgraded controller P/N: 010S0303-1 S/N: 04149 per LC41-550FG MM 27-60 (rev 2).
- Inspected R/H and L/H V-band clamps as per AD 2023-09-09. No defects noted at this time. Customer must have clamps inspected every 6 months or 100hr TIS whichever comes first, not to exceed 2 years for replacement from time of AD release of July 27th 2023. Must change by July 27th, 2025.
- Completed inspection of Aileron and Elevator Linear Bearing per AD 2007-07-06R1. no debris or defects noted at this time.
- Tensioned alternator belt tension per LC41-550FG AMM (rev 7) 24-30-00 (rev 5).
- Completed main ship battery cap check battery S/N: 40886311 passed 96.9%. Battery S/N: 41016050 failed at 84.1% conditioned battery. passed at 118.1%
- Secured cable to engine mount frame with Adel clamps as needed away from oil cooler.
- Installed new pilot's door strut P/N: SPD-CSNI-2300-R0. Operational check of door hold is normal at this time.

- Removed old door seal cleaned surface and installed new seal P/N: U610012
- Installed new ELT placard P/N: 2819120-3 in location illustrated in the P.O.H.
- Removed axle foot and leg fairings to gain access to brake supply lines. Replaced brake supply lines L/H and R/H calipers (2) P/N: AE3663231E0420. Bleed brakes then reinstalled leg fairing, axle foot, and torqued axle foot bolts to 170 in/lb. per Cessna LC41-550FG Maintenance manual.
- removed and replaced L/H outer race and bearing. Cup Bearing P/N: 13836-20629, Bearing P/N: 13889-20629.
- Installed new induction air filter P/N: BA345E.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station

DATE: 11-09-2023

SIGNED:

RyanD Davidovich
 FAA Cert: YWYR832L

WORK ORDER: Spring25125-10-2023

Printed by EBIS (EBISCloud.com)

MAKE: Lancair
 MODEL: LC41-550FG
 S/N: 41071
 REG NO.: N2730P

Rite-Way Aviation
 FAA Cert: YWYR832L
 7814 Eagle Lane
 Spring, TX 77379

W/O #: Spring25208-12-2023
 DATE: 12-20-2023
 A/C TT: 1469.5
 A/C Tach:
 Hobbs: 1469.5

Airframe

- Repaired broken wire on oil temp bulb connector as needed as per AC 43.13-1B. Ran aircraft, operation is satisfactory at this time.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station

DATE: 12-20-2023

SIGNED:

RyanD Davidovich
 FAA Cert: YWYR832L

WORK ORDER: Spring25208-12-2023

Printed by EBIS (EBISCloud.com)

MAKE: Lancair
 MODEL: LC41-550FG
 S/N: 41071
 REG. NO. N2730P

RITE WAY AVIATION
 an AEROHP Company

FAA Cert:
 YWYR832L
 7814 Eagle Ln.
 Spring, TX 77379

W/O #: Spring25184-11-2023
 DATE: 08-23-2024
 A/C TT: 1469.5
 A/C Tach:
 Hobbs: 1469.5

Airframe

- Complied with AD 2023-09-09 Inspection/ Replacement of Spot-Welded V-Band Clamps. Removed original v-band clamps and installed 2 new clamps P/N: 670105. Leak check is satisfactory.
- Installed A new EGT Probe on Cylinder #1 P/N: AF1163201. Probe reads normally at this time.
- Clean oil separator and inspected. Inspected oil crankcase breather and line for blockage and flushed line. Operational check is satisfactory.

Installed new Oil Rod Cap Gasket P/N 642892, Leake check satisfactory.

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station

DATE: 08-23-2024

SIGNED:

Shawn Justus
 FAA Cert: YWYR832L

WORK ORDER: Spring25184-11-2023

Printed by EBIS (EBISCloud.com)

Thoroughbred Aviation Maintenance, Inc.

Airframe

Date:	3/10/2025	WO:	F24386	AC Type:	LC41-550FG		
AC REG:	N2730P	AC SN:	41071	Tach:	N/A	Hobbs	1498.4
Eng. Model:	TSIO-550C7B	Eng SN:	914322	Eng TT:	1498.4	Eng TSO:	N/A
Prop Model:	HC-H3YF-1RF	Prop SN:	LX102B	Prop TT:	1498.4	Prop TSO:	N/A

- 1 C/W Lancair LC41-550FG 100hr annual inspection checklist. Servicing and CH 5 items that were applicable.
- 2 Performed 100 hr. / Annual lubrication.
- 3 Serviced and replaced seals as needed on Fuel strainer PN: ORO65-20VIT75.
- 4 ELT & Switch tested IAW FAR 91.207 (D). Battery EXP Date 5/2026.
- 5 Removed LH OB intercooler baffle and installed new baffle P/N: 2855101-6.
- 6 Removed and replaced with new both main ship batteries PN: RG1215.
- 7 Removed and replaced with new fire extinguisher PN: C32TS.
- 8 Tightened hardware on starter power line lead.
- 9 Removed and replaced with new LH/RH brake linings P/N: RA066-06200. Removed and replaced damaged rivets with new P/N 177-00300. Replaced with new RH & LH Brake Shims, P/N: 068-01100.
- 10 Tightend, cleaned, inspected and monitored brake lines on LH/RH upper and lowers calipers Ops check good.
- 11 Tightend Hardware on mixture rod end ops check good.
- 12 Rescured wiring harness in RH wing.
- 13 Repaired damaged baggage and cabin door seal with clear RTV.
- 14 Removed and replaced dryrotted hose on LH Side of Y-bend induction PN: 6000-4.
- 15 Reapplied Surface protection to LH horizontal aft spar.
- 16 Removed and sent O2 bottles and regulator for OH and Hydrostatic test. Re-installed and serviced with O2. leak check good.
- 17 Next Hydro due Jan 2030.
- 18 Removed and repaired bonding strap on RH aileron.
- 19 Replaced Induction Filter with new, P/N: BA345E.
- 20 Installed rubber boot to LH and RH mag P-leads P/N MS25171-1S.
- 21 C/W chapter 20 time limit check. Resistance of static wick. Replaced 4 failed static wicks PN: SD6-0001.
- 22 C/W chapter 78 Exh. system pressure test. No defects were noted at this time. Customer requested to have leaks found past wastegate to be monitored.
- 23 C/W AD 2007-07-06: No defects noted at this time. Next recurring inspection due 12 months 3/2025.
- 24 All AD's are up to date.
- 25 Performed Annual Inspection IAW Lancair LC41-550 Annual Cklist to include the scope and detail of 14 CFR Part 43 appendix D.

END

I certify this Airframe has been inspected/repaired/serviced in accordance with current manufacturers maintenance manuals & applicable FARs and was found to be in Airworthy Condition.

MAINTENANCE RELEASE

The aircraft/article identified was repaired/serviced/inspected in accordance with current FAA regulations and was found airworthy for return to service. Pertinent details of the repair/service/inspection are on file at this agency under

WO# F24386

Signed: Dareian Braun

Dareian Braun-Porter A&P 3917311 IA

Date: 3/10/2025

Form TAM006-03/22

Airframe Logbook
Date: May 19, 2025



Reg No: N2730P	Aircraft Type: LC41-550FG	Aircraft S/N: 41070
Tach Hours: N/A	Hobbs: 1499.7	Aircraft Total Time: 1499.7

1. Installed all new brake disks P/N RA164-02504 and new brake linings P/N RA066-06200.

This aircraft, airframe, engine, propeller, or appliance identified was repaired and/or inspected in accordance with the current regulations of the Federal Aviation Administration and is approved for return to service for the work performed.

Date: 5-19-2025

Signed:

A handwritten signature in black ink, appearing to read "Cody Ray Matthews".

Cody Ray Matthews A/P 3804633