

## AIRCRAFT

1. Nationality and Registration CANADIAN G-FMUUW

2. Manufacturer's Designation SEQUOIA FALCO

3. Manufacturer's Serial Number

4. Type Approval or Specification Number

5. Date of Manufacture

6. Aircraft Inspection Cycle

AMATUER BUILT

MARCH 2002

ANNUAL- CAR 625 B&C.

NAME

TABLE TON SERVICE AND THE COLUMN SUND PERFECHED    N	DATE  FLIGHT TIME  TOTAL AIR  TIME SINCE  MFG.  HRS. MIN. HRS. MIN.	NOTE: USE BOTH PAGES AND AS MANY LINES	ENGINEERING RECOR	D	1
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16. Certificate/Approval ref. No.  N/A  18. Date  N/A  20. Authorized signeture  21. Certificate/Approval ref. No.  AMO # 47-00  22. Name  23. Date  23. Date	es that the item identified above were manufactured in conformity to:  Approved design data and are in codition for safe operation  Non approved design data specified in block 13.	19. CAR 571.10 Maintenance Release.  Other regulations specified in block 13.			
	16. Certificate/Approval ref. No.  N/A  18. Date  N/A	20. Authorized signature  21. Certificate/Approval ref. No.  AMO # 47-00  22. Name  23. Date  23. Date			

AIR TIME AND FLIBHT TIME ENGINEERING RECORD TOTAL AIR ENGINEERING RECORD DATE LICENCE INSPECTION, REPAIRS & REPLACEMENT SIGNATURE NUMBER BROUGHT TRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS. FORWARD ANNUAL INSPECTION - SEE CHECKUST CABIN HEAT MUFF - OK CHECKUST WOOD SPAR OK 134.9 COMPASS FOR PA344 174 NOafe ADDUAL INSPECTION SEE CHECKLIST.

CABIN HEAT MUFF-OK

WOOD SPAR OK 162.6 JUNE 1/05 2240 COMPASS FOR N E 5 W.
STEER 356 88 177 270
NEW ELT - AMERIKING PA346174 1. Approving national aviation authority/country AUTHORIZED RELEASE CERTIFICATE 3. Form tracking No. Transport Canada TCCA 24-0078 47-00 (QCP4 REV 1) 4. Approved organization name and address 5. Work Order/Contract/Invoice Discount Avionics 1John James Dr. Angus, ON LOM 1B3 Division of Laetryd Inc. 1-877-878-8363 www.discountavionics.com 62130 7. Description 8. Part Number 9. Eligibility\* 10. Qty. 11. Serial/batch # 12. Status/work AMERIKING AK-450 457019 "INSPECTED" "Performance tested" 13. Remarks Batteries Replaced and ELT Certified IAW CAR 571 Appendix "G" Batt Due: FEB,2009 ELT Due: FEB,2007 14. Certifies that the item identified above were manufactured in conformity to: CAR 571.10 Maintenance Release. Approved design data and are in codition for safe operation Other regulations specified in block 13. Non approved design data specified in block 13. Certifies that, except where otherwise specified in block 13, the work identified in block 12. and described in block 13. was performed in accordance with CAR 571. 15. Authorized signature 16. Certificate/Approval ref. No. 20. Authorized signature N/A 21. Certificate/Approval ref. No. N/A 17. Name AMO # 47-00 18. Date 22. Name 23. Date Carl Bertrand M396639 23-Feb-06

## AIR TIME AND

DAILY		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD  NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FO		
HRS.	MIN.	HRS. MIN.		NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FO		
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4 <sup>th</sup> , 200	6. Airc	raft rer	noved	from service after a gear up landing incident.		
	th, 200	4 <sup>th</sup> , 2006. Airc	HRS. MIN. HRS.  4 <sup>th</sup> , 2006. Aircraft rer	HRS. MIN. HRS. MIN.		

following airframe repairs were undertaken.

- Belly skin in centre area near spar scraped, with two layers of the plywood worn away in an area approximately 8" in diameter. Two plies of the 3 mm 5 ply birch plywood skin worn through. No penetration of structure. Area cleaned, new plywood glued on over scraped area, and scarfed in. Fibreglass cloth and resin applied over repaired area and feathered to meet existing structure. See pictures.
- Belly skin in centre area near rear spar (behind flap motor bolts) scraped, with paint and fibreglass cloth worn away, but no removal of plywood plys, in an area approximately 4" wide by 12" long. Area cleaned, fibreglass cloth and resin applied over repaired area and feathered to meet existing structure. See pictures.
- Wood and glass repairs done following original Sequoia Aircraft construction methods, and are consistent with acceptable techniques from AC 43.13.
- Six bolts holding down the flap mechanism inside aircraft replaced due to scraped heads on belly of aircraft. See picture.
- Rear inboard edge of both flaps scraped away in a triangular fashion, to a depth of approximately 1/4 inch chordwise, and 3/4 inch spanwise. Flaps were deployed 20 degrees for landing at the time of the incident. During repair, flaps were disconnected but not removed from aircraft. Both inboard rear corners of flaps were repaired with wood glued in place. See picture. Bolts connecting flaps to the flap pushrods were replaced with close tolerance bolts. Flaps cycled numerous times to ensure safe operation.
- Fibreglass fairings repaired due to scraping: Two Nose wheel "clam shell doors", two 'bullet' fairings attached to wing that cover the landing gear 'over-centre' anchor mechanism. Small scratches repaired on lower cowl at gear door cutout, as well as on two main gear door 'bullets'.

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LICENCE NUMBER SIGNATURE INSPECTION, REPAIRS & REPLACEMENT NTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS. PA346774

Two main gear tires replaced due to scuffing of sidewalls. Two hubcaps

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ENGINEERING RECORD

- Main gear assemblies fully removed from aircraft, inspected and reinstalled. No damage found. Gear cycled numerous times to confirm acceptable operation.
- Interior of aircraft removed lower belly section inspected from inside, looking for cracks or de-lamination of wood structure. No damage found.

Damage repairs were undertaken using acceptable techniques from the manufacturer and applicable airworthiness requirements. An airframe and engine control check was performed.

During downtime, NAT intercom was removed and sent to Northern Airborne Technologies for repair. Intercom repaired by NAT and returned to service.

Alde Wille apr-27/07

Independent check of airframe and engine controls was performed.

This aircraft is released from maintenance and is OK for return to service, subject to a satisfactory test flight.

	DAILY TOTAL AIR TIME SINCE TOTAL MFG.  DAILY TIME SINCE TOTAL MFG.  NOTE: USE BOTH PAGES AND AS MANY LINES.	ENGINEERING RECORD	
I hereby certify that the inspected and tested by my own inspection.  Part Number: Serial Number: Design Data: Date: Certified By:  Northern Airborne Tech	CERTIFICATE OF CONFORMITY  Northern Airborne Technology Ltd. 4-1925 Kirschner Rd, Kelowna, B.C. Canada V1Y-4N7 he item listed hereon conforms to NAT proven design data, has been and test.  AA86-002 1052 B.S. 1.01 Apr 11, 2007  NAT 136  Authorized Inspector  Innology Ltd. is a Transport Canada Airworthiness approved manufacturer.	Transport Canada  Transport Ca	
APR 39/07  JUNE 30/07	Annual Majoration authority approval for your intended application.  NAT/QPF 408-01-5 Rev. 1.02  Annual Majoration  See full check 13t.  Coin Heat muff 5 OK  Wood application.  Annual Majoration of the second of	ECERTIFICATE  3. Form tracking by A7-00  3. Form tracking by A7-00  47-00  5. Work Orderications  10. Cary  11. Senialbatch # 457019  N/A  1 457019  LT Due: JUL,2009  ELT Due: JUL,2009  CAR 571.10 Maintenance Release.  19. CAR 571.10 Maintenance Release.  19. CAR 571.10 Maintenance Release.  Certifies that, except where otherwise specified in block 13. Other regulations specified in block 13. Was performed in act block 13. Was per	346774 A 346774
DUNE 27/04	Annual Inspection  See Full checklut  Cabin Heat Muffs OK  Wood structure & spon 105 per ted OK  ELT Removed for Service - Reinstalled		PA346774
Def 4/08	Front fuel tank removed for repair. Penus clociments. No primary flight controls  Trim indicator replaced in dah  CARRIED FORWARD	was disconnected.  Dobe	PA346774 PA346774

## AIR TIME AND

	DA		TOTAL TIME S MFC	NCE	ENGINEERING RECORD	ENGINEERING RECOR	SIS ON THE NAME OF
DATE	HRS.	MIN-	HRS.	MIN.	NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR CO.		No. 88 No
BROUGHT FORWARD May 22/4			319.8		Instrument panel removed x replaced Navair	INSPECTION, REPAIRS & REPLACEMENT  ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMN	ON Rev. Cordail
					PRE applied to all lower-half seams. Heighter Nosigness & want main None	work in seam weld on front lett ouisine variation	AVIONI A, SK. S4W 1 Serial Work Work Work Deen performe Deen performe Deen performe Deen performe Nork And Other lint
Nov 12 [11	-		328.4		levader spar and sinframe structure view	using Seguoia. Aircraft checklist as a reference  Aircraft is serviceable	SOS ROAD REGIN Road   Regin
12/12			347.9		Aunial inspection as pen CAR 8H 62-	15 w 50 Champion CHYRIOD Filter, Rebuilt URG-Kinstalled  15 w 50 Champion CHYRIOD Filter, Rebuilt URG-Kinstalled  Appr. Bx O using Sequera Aurorat checklist.  Appr. Sta. 571 E Awarest is serviceable	menclature: anufacture: rt No.: rt No.
Dec 13/14			354.3		Wooden spar and eintrame inspection as replaced battery replaced - Odyesy R. 925	B&C Using Sequoia Aurenost check lister nose good time	
Jan 18/16			366.4		Arrived - seal way be leaking.  Arrived inspection as per CAR Sd 625 Appx &	Linest de list as a reforence Aweirat	is 199 2 male 201
					Airfrance inspected as par GRR Stat. 571E-	while deten adjusted. Fuelflow grage adjust. Rtolographs worden structure Compass swing Aircraft is Serviceable	
C Avionice					CEMIANA	handle secondaries with Chapter 507, paragraph 5	07.325(d), and the

SOS Avionics

C-FMWW

VFR Transponder / Encoder Correlation /ELT Recertification

Date: August 28, 2019

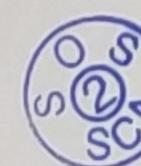
ELT AK450 s/n 457019 recertified as required by CARS 625c12 to limits of CARS 571g,

Next recertification due August, 2020.

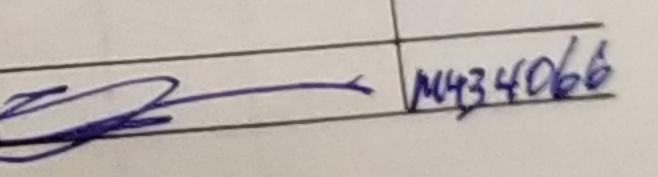
The Transponder and Altimeter/Encoder correlation tests required by CARS 625c14 have been performed and found to comply with CAR 571 Appendix F. **Next recertification due August 2021.**Pitot-Static system tests have been performed on the instruments and found to comply with CARS 571 Appendix B). Static leak identified between static ports and instruments.

Encoder was tested to 20,000 ft. ASL.

Details of these are on file at AMO 88-98 under W.O. N° 190179



Annual inspection completed In accordance with Chapter 507, paragraph 507.325(d), and the maintenance requirements set out in Chapter 571, paragraph 571.101(a). Mag to engine timing completed. Comp test completed #1 75 #2 77 #3 70 #4 74. Spark plugs were cleaned gaped and tested. Removed elevator for repair 3 patches were installed L/H outboard upper and lower skins approximately 18 inches from the tip. Repairs were carried out IAW AC 43 13-1B Section 4 Par 1-51 Scarf Patch. Elevator was painted and checked for balance. Elevator and rudder were installed with new hardware as required. Installed 1 of P/N ARB3-5-1=4 vacuum relief filter. Compass cal and tach check completed. ELT recertified by SOS Avionics. C/W CF90-03R2,



CARRIED FORWARD

