



The Standard

AIRCRAFT LOG

ASA/SA-1

TC 43

AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER MOONEY AIRCRAFT CORP. MODEL M20K SERIAL 25-1137

REGISTRATION NUMBER N 252BH DATE MFG. 1987

ENGINE ☒ CURRENTLY INSTALLED.

MFG CONTINENTAL MODEL TS10-360-MB (1) SERIAL 317141

MFG _____ MODEL _____ SERIAL _____

PROPELLER ☒ CURRENTLY INSTALLED.

MFG MCCAULEY MODEL _____

HUB MODEL 2A34C221 SERIAL 861928 SERIAL _____

BLADE MODEL 90DHC-16E SERIAL HD 084 SERIAL HD 097 SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____



The Standard

AIRCRAFT LOG

No 2

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19-92			505.10	CARRIED FORWARD FROM LOG N° 7.
30-8-92		.50	506.00	
1-9-92		4.00	510.00	5 Nov 92 651.6 H.M. Details of Inspln Acft
11-9-92		.30	510.30	File. WORK SHEETS.
14-9-92		.30	511.00	I certify that this Aircraft has been
21-9-92		.40	511.40	inspected in accordance with
10-10-92		.20	512.00	100 Hr + Annual inspection
12-10-92		.25	512.25	and was determined to be in Airworthy
29-10-92		.10	512.35	condition. Date 5 Nov 92 Total Time 651.6 H.M.
7-11-92		0-20	512-55	Auth. Sig. Edward Byrne AP 1589768 1A 5 Nov 92
28-11-92		1-10	514-05	
19-12-92		1-20	515-25	

DATE 19 <u>92</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
27-12-92		1-20	516-45	
8-1-93		0-20	517-05	
18-1-93		4-10	521-15	I certify that this Aircraft has been inspected in accordance with
20-1-93		4-40	525-55inspect ⁺ and was determined to be in Airworth condition. Date..... Total Time.....
28-2-93		0-30	526-25	
13-3-93		0-30	526-55	Auth. Sig. <u>Ed Byrd</u> EDWARD BYRD IA 1589768AP
27-3-93		0-20	527-15	

CARRIED FWD TO NEXT PAGE

23 Nov 93 714.4 HM. Oxygen Bottle O.P. 6 Year Hydro. Check
E.L.T. BATTERY O.P. 2 YR. Repl. Ed Byrd
Altitude Reporting Sys & Transmitter
O.D. Battery Check IAW FAR 91-411 & 413
EDWARD BYRD
IA 1589768AP

DATE 19 <u>53</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
BFND			527-15	
12-4-53		30	527-45	
24-4-53		50	528-35	
14-5-53		30	529-05	
24-5-53		25	529-30	
09-6-53		25	529-55	
15-6-53		340	533-45	
20-6-53		4-00	537-45	
4-7-53		1-45	539-30	
28-7-53		30	540-00	
6-8-53		40	540-40	
28-8-53		4-00	544-40	

DATE 19 <u>93</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4-19-93		5-00	549-40	
8-10-93		1-00	550-40	
18-10-93		0-20	551-00	
29-12-93		0-20	551-20	
1-3-94		0-40	552-00	
30-4-94		0-15	552-15	
8-5-94		0-40	552-55	
15-5-94		0-40	553-35	
10-6-94		1-10	554-45	
1-7-94		0-25	555-10	
15-7-94		0-40	555-50	
20-7-94		0-15	556-05	

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1994				
BRAND 3 FWD →			556-05	1 DEC 1994 754.5 HM Details of 1 new on
12-8-96		50	556-55	WORK SHEETS IN ACT FILE.
6-9-96		4.20	561-15	
10-9-96		1.20	562-35	
14-9-96		4.00	566-35	
30-9-96		-45	567-20	I certify that this Aircraft has been
15-10-96		4.30	571-50	inspected in accordance with
17-10-96		3.55	575-65	Lab. H.R. & A.A. U.91 Inspection
1-11-96		-35	576-20	and was determined to be in Airworthy
15-11-96		-15	576-35	condition. Date 11-11-96 Total Time 576:35
18-11-96		-35	577-10	with Sig. <u>E. Byrd</u>
26-2-95		.55	578-05	EDWARD BYRD IA 1589768AP 1 DEC 1994

DATE 19 <u>95</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
27-2-95		-30	578.35	I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
4-3-95		-40	579.15	IN ACCORDANCE WITH A 100 HR INSPECTION
11-3-95		.30	579.45	AND WAS DETERMINED TO BE IN AIRWORTHY
21-3-95		30	580.15	CONDITION. TOTAL TIME 777.2 HRS (HOBBS)
23-3-95		1-55	582.10	OS DEC 95* +
29 4 95		30	582.40	
5.5.95		1-15	583.55	I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
14.6.95		15	584.10	IN ACCORDANCE WITH AN ANNUAL INSPECTION
23-9-95		20	584.30	AND WAS DETERMINED TO BE IN AIRWORTHY
25-9-95		30	585.00	CONDITION. TOTAL TIME 777.2 HRS (HOBBS)
9-10-95		1.15	586.15	OS DEC 95 <u>FM</u> 2505596 IA
2-11-95		1.00	587.15	M. JONES

(DETAILS OF ALL WORK CARRIED OUT IN A/C FILE)

DATE 19 <u>96</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
16-7-96		1.00	588.15	16-10-96 - NEW ALTERNATOR COUPLING FITTED. P. N° 635796,
14-8-96		7.05	595.20	B/N° A3490. NEW VOLTAGE REGULATOR FITTED
15-8-96		1.25	596.45	P. N° 800270-503, B/N° A3548.
22-10-96		.40	597.25	AIRTIME WS 1359 REFERS.
15-11-96		1.05	598.30	I CERTIFY THAT A/C TRANSDUCER TESTS REQUIRED BY FAR 91-413
24-11-96		1.40	600.10	WERE PERFORMED SATISFACTORILY. SIC: <u>[Signature]</u> NAVY 6514 - 21.2.97
25-11-96		2:10	602:20	I CERTIFY THAT N°1 AUTOMATED P. N° 5934 PAM-1 SN° 3E186 AND
26-11-96		3:40	606.00	N°2 AUTOMATED P. N° 5934 PAM-1 SN° 3E184 TESTS REQUIRED
30-11-96		4:10	610.10	BY FAR 91-411 WERE PERFORMED SATISFACTORILY.
				F.A.A. AUTH. NO. <u>[Signature]</u> NAVY 6514 - 21.2.97
				I CERTIFY THAT STATIC SYSTEM TESTS REQUIRED BY FAR 91-411
				WERE PERFORMED SATISFACTORILY. SIC: <u>[Signature]</u> NAVY 6514 - 21.2.97

DATE 1997	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
3-3-97	EB 6:10:40			AT ANNUAL INSPECTION 8820-229A SATISFIED BY SEALS (2) RENEWAL, PT NO MS 29513-338, B/NO A3697. OXYGEN CYLINDER REFITTED AFTER HYDROSTATIC INSPECTION.
4 MAR 1997	EB 6:10:40 T.T. File			Details of Inspection Worksheets in Actt I certify that this Aircraft has been inspected in accordance with 100 Hour Annual Inspection and was determined to be in Airworthy condition. Date 4-4-97 Total Time TT EB Auth. Sig. <u>EB Byrd</u> 6:10:40 EDWARD BYRD 4 MAR 1997 TTA Actt IA 1589768AP

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
21-4-97		:30	610:40	
25-4-97		:30	614:10	INCORRECT ADDITION
21-5-97		:30	611:40	OF 30 MINS CORRECTED
15-6-97		1:00	612:40	R/M
12-7-97		1:25	614:05	
24-7-97		4:25	618:30	
27-7-97		4:00	622:30	

DATE 19 <u>98</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				100 HOUR MANUFACTURERS SERVICING CARRIED OUT AT AIRTIME AVIATION LTD, Bournemouth, U.K. ALL DETAILS OF WORK CARRIED ARE CONTAINED IN AIRTIME WORKBOOK N°
<u>21 FEB</u>			622-30	WRO ON FILE AT AIRTIME, AND A COPY IN THE OWNERS RECORDS.
				A.D.'s 88-25-11 & 95-18-12 WERE FOUND TO BE PREVIOUSLY COMPLIANT WITH <u>MSY</u> 2508596A MR. JONES

DATE 1998	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				HAETZEL MODA PHC-J3YF-1RF/F7663(A)
				(K)-2R PROPELLER FITTED I.A.W. STC SA
				1505 GL, 337 RAISED, <u>MAJ</u> 2508596 A&P.
				<u>Mr. Jones</u>
				21 FEB 1998
				"I CERTIFY THAT THIS A/C HAS BEEN INSPECTED
				IN ACCORDANCE WITH ANNUAL INSPECTION
				AND WAS DETERMINED TO BE IN AIRWORTHY
				CONDITION" <u>MAJ</u> 2508596 IA
				A <u>Mr. Jones</u>
				TOTAL TIME 622.3 HRS

DATE 19 <u>99</u>	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19 MAR			699.55	100 HC SERVICING CARRIED OUT IN ACCORDANCE WITH MANUFACTURERS MAINT MANUAL AT AIRTIME AVIATION LTD, Bournemouth U.K. DETAILS OF WORK CARRIED OUT ARE CONTAINED IN AIRTIME WORKPAGE N° 2342, COPIES HAD IN OWNERS RECORDS AND AT AIRTIME. AD 98-24-11 CARRIED OUT BY NOT INSPECTED NEXT DUE. NEXT DUE AT REPLACED MAY 25059641P. R. J. JONES

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19 99				I CERTIFY THAT THIS A/C HAS BEEN INSPECTED IN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION ME 2508596 IA M. JONES
				DATE:- 19 MAR 1999
				TOTAL TIME. 699.55
20 MAY				SB M20-264 CARRIED OUT, TERMINATING AD 98-24-11 (Revised) RECORDS.

DATE

19 99

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20 MAY

703.35

3 Sept

738.50

0000 801.9 N252BH
ALTIMETER MODEL 5934 PAM-1
S/N 3E184 OVERHAULED AND/OR
CERTIFIED TO 30,000 FT. PER
FAR PART 43 APPENDIX E THIS
DATE: 10-13-99

☒ ENCODER MODEL AT3000
S/N 8151687 MATCHED TO
ALTIMETER S/N 3E184 TO
30,000 FT THIS DATE: 10-13-99

☒ AIRCRAFT STATIC SYSTEM HAS
BEEN TESTED AND INSPECTED AND
FOUND TO COMPLY WITH FAR (a)
APPENDIX E FAR PART 43
THIS DATE: 10-13-99

☒ TRANSPONDER MODEL: KT76A
S/N 52121 MEETS OR EXCEEDS
REQUIREMENTS OF FAR PART 43
APPENDIX F THIS DATE: 10-13-99


SIGNED: [Signature] FOR
SPIRIT AVIATION, INC., FAA CRS KQ3R640L

X Altimeter model 5934 PAM-1
S/N 3E186 Overhauled and/or
Certified to 30,000 Ft. Per
Appendix E FAR Part
43 This Date: 10-13-99
Signed: [Signature] for
SPIRIT AVIATION, INC., FAA CRS KQ3R640L

RECORD II TACH TIME									
DATE	1999	10/13							

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1999				
10/20				

Date: 10/20/99, A/C Time: 867.9 hours, N Number: 252BH
 A/C Make: MOONEY A/C Model: M20K A/C SN: 25-1137 W.O. NO: 20771
 Removed the following equipment: KNS80 RNAV KY196 KR87 W/KI227 KA44E
 Installed the following equipment: GNS430 GA56 EDM700
 The installation was performed in accordance with manufacturers
 specifications and is approved for return to service.
 The new aircraft empty weight is: 2100.4 lbs.
 The new center of gravity is 43.19 inches
 The new moment is: 90708.31
 The new useful load is: 799.6 lbs.


 Authorized Signature for:
 Tucson Jet Center, 1921 E. Flight Line Drive, Tucson AZ. 85706

FAA CRS KQ

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May 3, 2000. Hobbs Time 932.2. Total Time Airframe 932.2. Found upper cowl flap rod attach bolts clocked wrong allowing interference with engine mount during operation. Re-positioned bolts to achieve proper clearances. Found cowl flap electric motor loose on mount. Tightened screws. Found jam nuts on cowl flap rods improperly positioned. Re-rigged and re-positioned jam nuts to achieve proper length retention.


Checked operation of cowl flaps after re-installation of cowling. Rigged cowl flaps to close completely. Found left side of cowl flap cutting into fuel vapor return hose in the closed position. Re-routed vapor return hose to achieve adequate clearances. Modified forward hinge point of cowl flap to allow easier removal of cowl flap to facilitate better access for oil and filter changes. Found forward support bumpers missing on cowling. Installed two J-744 Lord mounts in nose area of cowling to achieve proper support for front of cowling.

Installed new 600412-501 (Edo 4011) paper air filter in accordance with AD 84-26-02. Filter must be replaced again in 500 hours at Hobbs 1432.2. Checked compliance with AD 98-24-11 by visual inspection of aileron control links. Found updated links with gussets installed with a manufacture date of May 1999. No further action required for AD 98-24-11. Researched AD 85-24-03 regarding fuel contamination. Found Mooney Service Bulletin M20-229 to require annual inspection and lubrication of seals. Inspected and lubed at this time. Good condition. Must be lubed and inspected each annual. Installed new fuel tank quantity placards at filler necks. Fuel drains and vents in good condition. Fuel valve and placard in good condition. Removed and cleaned gascolator. Fuel gauges operational. Opened all inspection plates. Inspected all pushrods and hinge points for routing, freedom, travel and wear. Lubed all hinge points and rod ends. Inspected all control systems and lubed all zerk fittings throughout fuselage. Jacked aircraft and performed multiple gear

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retraction tests. Found gear to operate properly and emergency extension system functions properly. Cleaned, inspected and re-packed all wheel bearings. Replaced nose wheel bearings with new Timken 08125 bearings and 08231 races. Shock mount rubber biscuits in landing gear system OK. Brake pads OK. Serviced brake hydraulic reservoir with hydraulic fluid. Checked operation of all lights. Found all operational. Stall and gear warning systems functional. Replaced ELT battery with new BS 2173 battery and inspected circuit board for corrosion. Found clean. (ELT switch found in "off" position.) Reinstalled ELT with switch in "armed" position. Tested ELT G switch and remote switch. Found both to function properly. New battery to be replaced May 2002. Installed replacement date placard on access panel. Serviced oxygen system to 1750#. (Oxygen cylinder hydro tested 3/97 according to logbook entry. Must be tested each 5 years - next due March 2002). Replaced numerous keeper rings on Camloc fasteners on belly plate upon reinstallation of belly plate and one complete fastener that was missing. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Found all OK. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Researched all AD notes. Found no others outstanding against airframe or accessories at this time. Completed new lists to include with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


 C.F. Chamberlain III AI2095041 Aerial Artistry
 12951 N Tailwind Drive, Tucson, AZ 85737 (520)742-4490

DATE

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Top Gun Aviation, Inc.
6100 S. Lindbergh St.
Stockton, CA 95206
(209) 983-8082

Reg. #: 252BH Tach: 980.0

AF TT: _____

Date: 10-26-2000 PropTT: _____ Date: 10/26/00 RO: 0105908

Replaced all shock discs with new. C/W SI 20-092-001 No back clutch
spring. Replaced lamp in gear floor indicator. Adjusted landing gear
preloads IAW Mooney maint. manual. Shimmed nose steering horn.
Tightened RT flap bolt. Replaced cover on emergency exit handle.

I certify that this AIRCRAFT is airworthy with respect to the work
performed.


Mark Rouch 666531421 IA

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June 1, 2001. Hobbs Time 1025.5. Total Time Airframe 1025.5. Inspected static ports and pitot tube. Found pitot tube plugged with bug residue. Removed inspection panel secured with rivets to gain access to pitot tube inside wing. Removed pitot tube from wing, cleared and reinstalled. Installed 8 new 6-32 plate-nuts around perimeter of inspection ring and reinstalled inspection plate with 6-32 screws. Serviced aircraft battery with distilled water and charged battery. Battery box and area in good condition. Inspected empennage bolts, pushrods and hinges. Trim system in good condition. Lubed all belcranks, hinges and rod ends. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Found all OK. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Re-positioned cowl flap push-rods to eliminate interference with engine mount. Cowl flaps and indicator function properly. Push rods and belcranks in belly in good condition. Lubed all zerk fittings with grease and rod ends with Triflow throughout aircraft. Inspected and lubed fuel cap seals in accordance with AD 85-24-03. Seals in good condition. Must be inspected and lubed each annual. Fuel tanks and placards in good condition. Fuel drains and vents in good condition. Removed and cleaned gascolator. Inspected internal wings, aileron and flap mechanisms. Found right wing flap pushrod bolt loose in bracket. Tightened nut and installed new cotter pin. Lubed all rod ends and pivot points. Lubed flap jack screw and landing gear jack screw with grease. Flap motor operates properly. Replaced static wick at left

NEXT PAGE

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19__

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aileron outboard position. Jacked aircraft and performed multiple gear retraction tests. Found gear to operate properly and emergency extension system functions properly. Found left nose gear door rod end interfering with gear door bracket. Added washer for spacing. Re-cycled gear and checked for interference, found OK. Checked proper operation of gear warning system. Found to function properly. Cleaned, inspected and re-packed all wheel bearings. Lubed all landing gear zerk fittings. Brake pads OK. Serviced brake hydraulic reservoir with hydraulic fluid. Shock mount rubber biscuits in landing gear system OK. Checked operation of all lights. Found all operational. Stall warning system and pitot heat functional. Checked operation of ELT, found operational. Battery to be replaced May 2002. Serviced oxygen system to 1900#. Researched all AD notes. Found no others outstanding against airframe or accessories at this time. Completed new lists to include with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


C.F. Chamberlain III AI2095041 Aerial Artistry
12951 N Tailwind Drive, Tucson, AZ 85737 (520)742-4490

[illegible]

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				<p>August 1, 2002. Hobbs Time 1092.1. Total Time Airframe 1092.1. Installed rebuilt alternator DOFF10300D, Serial # 6011076 from Arizona Aircraft Accessories, Mesa, AZ. Installed new Continental drive bushing part #635796. Replaced vacuum regulator filter with new B3-5-1. Replaced central air filter with new D9-18-1. Replaced in-line filter between vacuum pump and vacuum regulator with new 1J4-6. Opened all inspection plates. Inspected all pushrods, rod ends, belcranks and hinge points for routing, freedom, travel and wear. Lubed all push rods, rod ends and belcranks. Static ports, doors, hinges, latches and windows all in good condition. Serviced aircraft battery with distilled water and charged battery. Battery box and area in good condition. Stabilizer attach bolts and trim system in good condition. Elevator hinges, attach bolts and pushrods all in good condition. Inspected and lubed fuel cap seals in accordance with AD 85-24-03. Seals in good condition. Must be inspected and lubed each annual. Fuel tanks and placards in good condition. Fuel drains and vents in good condition. Removed and cleaned gascolator. Electric boost pump operational. Inspected internal wings, aileron and flap mechanisms. Stall warning operational. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Found all OK. Fuel gauges operational. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Push rods and belcranks in belly in good condition. Checked operation of all lights. Replaced one eyebrow light bulb. All lights now operational. Pitot heat functional. Replaced DM ELT 6 battery with new Artex 00-60-62 Rev A and inspected circuit board for</p>

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19__				

corrosion. Found clean. Tested ELT, found operational. New battery to be replaced September 2004. Re-marked external panel at ELT with ELT location and battery date. Jacked aircraft and performed multiple gear retraction tests. Found right gear retraction rod scuffing inboard front knuckle of landing gear as it retracted into well. Re-positioned washer on rod end of gear retraction push rod to provide adequate clearance. Repainted with white paint to verify lack of interference during normal operation. Gear now operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked proper operation of gear warning system. Found to function properly. Lubed all zerk fittings with grease. Inspected and re-packed all wheel bearings. Inflated all tires to proper pressures. Brake pads OK. Serviced brake hydraulic reservoir with hydraulic fluid. Shock mount rubber biscuits in landing gear system OK. Serviced oxygen system to 1750#. Lubed flap jack screw and landing gear jack screw with grease. Flap motor operates properly. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Completed new lists to include with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


C.F. Chamberlain III AI2095041 Aerial Artistry
12951 N Tailwind Drive, Tucson, AZ 85737 (520)742-4490


DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
<p>August 29, 2003. Hobbs Time 1144.9. Total Time Airframe 1144.9. Opened all inspection plates. Inspected all pushrods, rod ends, belcranks and hinge points for routing, freedom, travel and wear. Lubed all push rods, rod ends and belcranks. Static ports, doors, hinges, latches and windows all in good condition. Serviced aircraft battery with distilled water and charged battery. Battery box and area in good condition. Stabilizer attach bolts and trim system in good condition. Elevator hinges, attach bolts and pushrods all in good condition. Inspected and lubed fuel cap seals in accordance with AD 85-24-03. Seals in good condition. Must be inspected and lubed each annual. Fuel tanks and placards in good condition. Fuel drains and vents in good condition. Removed and cleaned gascolator. Electric boost pump operational. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Stall warning operational. Removed speed brake cartridge from left wing. Found pulley rusted and frozen in speed brake canister. Cleaned pulley bearing with WD40 to achieve free movement. Reassembled cartridge into wing with all new screws. Lubed pulleys in right wing. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Re-secured Adelle clamp where screw had backed out. Fuel gauges operational. Standby vacuum system operational. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Push rods and belcranks in belly in good condition. Jacked aircraft and performed multiple gear retraction tests. Lubed landing gear jack screw and</p>				

-NEXT PAGE-

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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ball nut assembly. Gear operates properly and emergency extension system functions properly. Lubed all zerk fittings with grease. Shock mount rubber biscuits in landing gear system OK. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Cleaned, inspected and re-packed all wheel bearings. Inflated all tires to proper pressures. Replaced outboard brake pads on each landing gear with new Cleveland 66-10500 brake pads. Inboard pads in good condition both sides. Serviced brake hydraulic reservoir with hydraulic fluid. Checked operation of all lights. All lights operational. Pitot heat functional. Inspected ELT circuit board for corrosion. Found clean. Tested ELT, found operational. Battery to be replaced September 2004. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Completed new lists to include with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


 C.F. Chamberlain III AI2095041 Chamberlain Aviation
 Rodeo Airport, Rodeo, NM 88056 (505)557-2343

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
19__				ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

- September 3, 2004. Hobbs Time 1177.7. Total Time Airframe 1177.7. Opened all inspection plates and belly panel. Inspected all pushrods, rod ends, belcranks and hinge points for routing, freedom, travel and wear. Lubed all push rods, rod ends and belcranks. Stabilizer attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Replaced inspection plate backing ring in right wing just outboard of main gear due to corrosion. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Push rods and belcranks in belly in good condition. Static ports, doors, hinges, latches and windows all in good condition. Jacked aircraft and performed multiple gear retraction tests. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed landing gear jack screw and ball nut assembly. Gear operates properly and emergency extension system functions properly. Lubed all zerk fittings with grease. Re-torqued nose gear pivot point bolts as necessary. Cleaned, inspected and re-packed all wheel bearings. Inspected brake pads, found in good condition. Serviced brake hydraulic reservoir with hydraulic fluid. Inflated all tires to proper pressures. Shock mount rubber biscuits in landing gear system OK. Tightened outboard gear doors at eyebolts. Tightened inboard gear doors at piano hinge by installing 8-32 machine screws and nuts through steel tube and front and rear of piano hinge on both gear doors. Checked

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operation of all lights. All lights operational. Pitot heat functional. Stall warning operational. Inspected ELT circuit board for corrosion. Found clean. Tested ELT, found operational. Installed new 00-60-62 ELT battery with expiration date of September 2006. Installed placards on outside of ELT case and outside of fuselage for ELT. Serviced aircraft battery with distilled water and charged battery. Battery box and area in good condition. Inspected and lubed fuel cap seals in accordance with AD 85-24-03. Seals in good condition. Must be inspected and lubed each annual. Fuel tanks and placards in good condition. Fuel drains and vents in good condition. Checked gascolator, found clean. Electric boost pump operational. Standby vacuum system operational. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Completed new lists to include with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH



C.F. Chamberlain III AI2095041 Chamberlain Aviation
Rodeo Airport, Rodeo, NM 88056 (505)557-2343

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ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF
MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

☒ **ALTIMETER MODEL** 5934 PAM-1
S/N 3E184 **CERTIFIED TO** 20,000
FT. PER FAR PART 43 APPENDIX E
THIS DATE: 4/22/05

☒ **ENCODER MODEL** AT3000
S/N 8151687 **MATCHED TO**
ALTIMETER S/N 3E184 **TO**
20,000 **FT THIS DATE:** 4/22/05

☒ **AIRCRAFT STATIC SYSTEM HAS BEEN TESTED**
AND FOUND TO COMPLY WITH FAR (a) APPENDIX
E FAR PART 43 THIS DATE 4/22/05

☒ **TRANSPONDER MODEL:** KT76A
S/N 52121 **MEETS OR EXCEEDS**
REQUIREMENTS OF FAR PART 43 APPENDIX F.
THIS DATE 4/22/05

SIGNED: [Signature] **FOR**
SONORA AVIONICS INC FAA C.R.S. NYRR723K

ALTIMETER SCALE ERROR

W/O# 5677 **Customer:** N252 BH
Part# 5934 PAM-1 **Serial#** 3E184

Altimeter Pressure

Test PT (FT)	Indicator readings at + 25 c	Test PT (FT)	Indicator readings at + 25 c	Test PT (FT)	Indicator readings at + 25 c
-1,000	-970	8,000	8020	30,000	
0	30	10,000	10,020	35,000	
500	530	12,000	12,030	40,000	
1,000	1030	14,000	14,040	45,000	
1,500	1530	16,000	16,045	50,000	
2,000	2030	18,000	18,060	55,000	
3,000	3030	20,000	20,060	60,000	
4,000	4025	22,000		70,000	
6,000	6020	25,000		80,000	

SONORA AVIONICS INC.**FAA C.R.S. NYRR723K**

[illegible]

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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September 12, 2005. Hobbs Time 1219.0. Total Time Airframe 1219.0. Static ports, doors, windows and latches all in good condition. Serviced battery with distilled water. Battery box and area in good condition. Stabilizer attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Lubed all push rods, rod ends and belcranks. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Troubleshoot intermittent radio master switch. Located relays, tightened connections. Push rods and belcranks in belly and fuselage in good condition. Inspected fuel cap seals in accordance with AD 85-24-03. Replaced outer o-ring seals on both main fuel caps with new MS29513-338 o-rings and lubed. Must be inspected and lubed each annual. Fuel tanks and placards in good condition. Fuel drains and vents in good condition. Checked gascolator, found clean. Electric boost pump operational. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Lubed stall warning switch. Internal wings, attach fittings, pushrods and pivot points all in good condition. Jacked aircraft and performed multiple gear retraction tests. Gear operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear zerk fittings. Rubber biscuit shock mounts in good condition. Cleaned, inspected and re-

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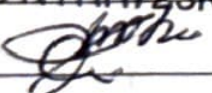

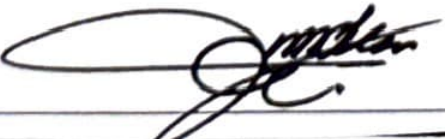
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19__				

packed all wheel bearings. Inspected brake pads and installed 1 new brake pad on each side. All pads now in good condition. Inflated all tires to proper pressures. Serviced brake hydraulic reservoir with hydraulic fluid. Checked operation of all lights. All lights operational. Pitot heat functional. Stall warning operational. Inspected ELT circuit board for corrosion. Found clean. Tested ELT, found operational. Battery to be replaced September 2006. Serviced oxygen system. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Complete lists included with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH



C.F. Chamberlain III AI2095041 Chamberlain Aviation
Rodeo Airport, Rodeo, NM 88056 (505)557-2343

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
12/16/05				Replaced Display on Radio KX165 S/N: 14634 IN accordance with B-Key Source Manual Form 8130-3 attached. SONORA AVIONICS, INC. d/b/a Southwest Avionics Ryan Field, Tucson, AZ FAA CRS NYRR723K Auth.  Sig. 
4/15/06	1247.30			MOONEY N252BH TACH: 1247.30 DATE: 4/15/06 REMOVED: GPS MAGELLAN SKYNAV5000 S/N: 4A002894 WT. 2.0 LBS. INSTALLED: ELECTRIC ATTITUDE GYRO 504-0006-956 S/N: 206A03615 WT. 3.8 LBS. IN ACCORDANCE WITH MANUFACTURER DRAWING 300-14E(L) AND AC43.13-1B/2A. WEIGHT AND BALANCE REVISED TO REFLECT CHANGES. SONORA AVIONICS INC. DBA SOUTHWEST AVIONICS NYRR723K 

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DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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October 3, 2006. Hobbs Time 1277.3. Total Time Airframe 1277.3. Opened all inspection plates and panels. Static ports, doors, windows and latches all in good condition. Serviced battery with distilled water and charged. Battery box and area in good condition. Stabilizer attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Internal wings, attach fittings, pushrods and pivot points all in good condition. Lubed all push rods, rod ends and belcranks throughout aircraft. Stall warning operational and pitot heat operational. Fuel tanks and placards in good condition. Inspected and lubed fuel cap seals in accordance with AD 85-24-03. Must be inspected and lubed each annual. Fuel drains and vents in good condition. Checked gascolator, found clean. Electric boost pump operational. Troubleshoot fuel flow meter and replaced transducer with new Instrument Tech Corp. Transducer Part No. 201B(M), Serial No. 154941. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Rudder pedals and return springs in good condition. Trim wheel, flap switch and indicator operate properly. Jacked aircraft and performed multiple gear retraction tests. Gear operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear zerk fittings and rod ends. Rubber biscuit shock mounts in good condition. Cleaned, inspected and re-packed all wheel bearings. Inspected brake pads, found in good condition. Inflated all tires to proper

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<p>November 7, 2007. Hobbs Time 1317.8. Total Time Airframe 1317.8. Opened all inspection plates and panels. Static ports, doors, windows and latches all in good condition. Serviced battery with distilled water and charged. Battery box and area in good condition. Stabilizer attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Lubed all rod ends.</p> <p>Inspected internal wings, aileron and flap mechanisms. Cleaned old rivet shop tails from inside wings. Lubed flap jack screw. Internal wings, attach fittings, pushrods and pivot points all in good condition. Lubed all push rods, rod ends and belcranks. Fuel valve and placard in good condition. Seat belts, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Light switches and circuit breakers all OK. Trim wheel, flap switch and indicator operate properly. Elevator down spring intact. Rudder pedals and return springs in good condition. Push rods in belly in good condition. Lubed all rod ends. Cables and pulleys in good condition. Stall warning operational and pitot heat operational. Fuel tanks and placards in good condition. Inspected fuel cap seals in accordance with AD 85-24-03. Installed new MS28775-338 outer o-ring seals and lubed. Must be inspected and lubed each annual. Fuel drains and vents in good condition. Cleaned gascolator and installed new bottom O-ring. Electric boost pump operational. Jacked aircraft and performed multiple gear retraction tests. Gear operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear zerk fittings, belcranks and rod ends. Lubed landing gear</p>				

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jack screw. Cleaned, inspected and re-packed all wheel bearings. Rubber biscuit shock mounts in good condition. Inspected brake pads, found in good condition. Inflated all tires to proper pressures. Serviced brake reservoir with hydraulic fluid. Checked operation of all lights found all operational. Inspected ELT circuit board for corrosion. Found clean. Battery to be replaced October 2008. Remote ELT switch and G switch function properly. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Complete lists included with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.				<div data-bbox="936 574 1850 755">  C.F. Chamberlain III AI2095041 Chamberlain Aviation Rodeo Airport, Rodeo, NM 88056 (575)557-2343 </div>

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
December 13, 2008. Hobbs Time 1363.7. Total Time Airframe 1363.7.				Opened all inspection plates and panels. Static ports, doors, windows and latches all in good condition. Installed Door Pin Retrofit Service Kit Part # 940072-501 (stationary pin on upper forward doorpost). Serviced battery with distilled water and charged. Tested battery capacity, meets Gill airworthiness standards. Battery box and area in good condition. Overall external skin in good condition. Stabilizer attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Lubed all rod ends. Reinstalled static wick on left side elevator trailing edge. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Internal wings, attach fittings, pushrods and pivot points all in good condition. Lubed all push rods, rod ends and belcranks. Fuel tanks and placards in good condition. Inspected fuel cap seals in accordance with AD 85-24-03 and lubed. Must be inspected and lubed each annual. Fuel drains and vents in good condition. Cleaned gascolator, reinstalled and re-saftied. Electric boost pump operational. Fuel valve and placard in good condition. Seat belts, shoulder harnesses, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Light switches and circuit breakers all OK. Trim wheel, flap switch and indicator operate properly. Elevator down spring intact. Rudder pedals and return springs in good condition. Push rods in belly in good condition. Lubed all rod ends. Cables and pulleys in good condition. Jacked aircraft and performed multiple gear retraction tests. Re-adjusted inboard gear door on right side to achieve positive closure with gear retracted. Gear operates properly and emergency extension system functions

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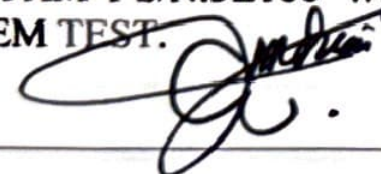
DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
				<p>properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear zerk fittings, belcranks and rod ends. Lubed landing gear jack screw. Cleaned, inspected and re-packed all wheel bearings. Rubber biscuit shock mounts in good condition. Inspected brake pads, found in good condition. Inflated main tires to 42 psi and nose tire to 49 psi. Back flushed brake system with 2 cups of hydraulic fluid. Serviced brake reservoir with hydraulic fluid. Checked operation of all lights. Found co-pilot overhead courtesy light bulb burned out. Installed new GE1820 bulb. All lights now operational. Removed landing light lens, cleaned and reinstalled. Stall warning operational and pitot heat operational. Inspected DM ELT 8.1 circuit board for corrosion. Found clean. Installed new BS2173 battery with replacement date of December 2010. Remote ELT switch and G switch function properly. Serviced oxygen system to 1700 psi. Cleaned aircraft. Researched all AD notes. (Air filter must be replaced at Hobbs 1432.2 in accordance with AD 84-26-02.) Found no others outstanding against airframe or accessories at this time. Complete lists included with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.</p> <p>N252BH</p> <div style="text-align: right;">  C.F. Chamberlain III AI2095041 Chamberlain Aviation Rodeo Airport, Rodeo, NM 88056 (575)557-2343 </div>

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
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February 12, 2009. Hobbs Time 1366.4. Total Time Airframe 1366.4. Removed factory installed starter and installed Sky-Tec FAA PMA Model C23ST3 starter, serial 4C3-400803. Re-computed weight and balance: New Aircraft Empty Weight: 2094.20, New Aircraft EW CG: 43.36, New Aircraft Useful Load: 805.80. Approved for return to service.

N252BH


C.F. Chamberlain III AI2095041 Chamberlain Aviation
Rodeo Airport, Rodeo, NM 88056 (575)557-2343

MOONEY M20K S/N:25-1137 N252BH HOBB:1371.20 DATE:04-08-2009
REMOVED BACK UP ALTIMETER P/N:5934PAM-1 S/N:3E186 WEIGHT & BALANCE
NEGLIGIBLE. RAN PITOT & STATIC SYSTEM TEST.
SONORA AVIONICS INC. DBA
SOUTHWEST AVIONICS NYRR723K 

[illegible]

Chamberlain Aviation ~ Rodeo Airport ~ NM70
Mile 10 Hwy 80 ~ Box 27 ~ Rodeo, NM 88056
Phone 575-557-2343 / 877-209-7506

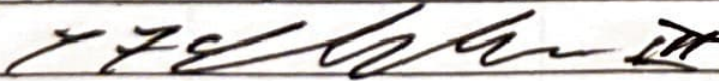
February 1, 2010. Hobbs Time 1435.1. Total Time Airframe 1435.1. Opened all inspection plates and panels. Inspected all push rods, belcranks and hinge points. Lubed all pivot points. Static ports, doors, windows and latches all in good condition. Serviced battery with distilled water. Battery box and area in good condition. Overall external skin in good condition. Stabilizer and attach bolts and trim system in good condition. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Fuel tanks and placards in good condition. Inspected fuel cap seals in accordance with AD 85-24-03 and lubed. Must be inspected and lubed each annual. Fuel drains and vents in good condition. Electric boost pump operational. Inspected internal wings, aileron and flap mechanisms. Lubed flap jack screw. Internal wings, attach fittings, pushrods and pivot points all in good condition. Lubed all push rods, rod ends and belcranks. Fuel valve and placard in good condition. Seat belts, shoulder harnesses, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Light switches and circuit breakers all OK. Removed vacuum switch from back of attitude indicator because of erratic indicating. Lubed switch with WD40 to clean contacts. Checked vacuum output, found proper. Trim wheel, flap switch and indicator operate properly. Elevator down spring intact. Rudder pedals and return springs in good condition. Push rods in belly in good condition. Lubed all rod ends. Jacked aircraft and performed multiple gear retraction tests. Gear operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear

NEXT PAGE

zerk fittings, belcranks and rod ends. Lubed landing gear jack screw. Cleaned, inspected and re-packed all wheel bearings. Rubber biscuit shock mounts in good condition. Inspected brake pads, found in good condition. Inflated main tires to 42 psi and nose tire to 49 psi. Drained brake fluid from both brake calipers to cycle fluid through brake system. Serviced brake reservoir with hydraulic fluid. Checked operation of all lights. All lights operational. Stall warning operational and pitot heat operational. Inspected DM ELT 8.1 circuit board for corrosion and tested. Found circuit board clean and ELT operational. Battery to be replaced December 2010. Remote ELT switch and G switch function properly. Checked oxygen system, found at 1500 psi. Cleaned aircraft. Researched all AD notes. Found no others outstanding against airframe or accessories at this time. Complete lists included with logs. I certify this aircraft has been inspected in accordance with an annual inspection, found to be in an airworthy condition, and is approved for return to service.

N252BH


 C.F. Chamberlain III AI2095041

9-26-2010	HOBBS	1461.7	REPLACED #2 ALTERNATOR (BELT DRIVEN) WITH
P# FS 4009	S# 91117	TEST RAN. FOUND INOP #2 REGULATOR. NEW	
ALTERNATOR FUNCTIONAL.	NEW REGULATOR ON ORDER.		
		CF CHAMBERLAIN	
		AI2095041	

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
11-19-2010	HOBBS	1472.2		REPLACED #2 REGULATOR WITH INTL. AVIONICS INC REGULATOR P#9500581001, S#136, SHIP DATE 11/10. TEST RAN OK. APPROVED FOR RETURN TO SERVICE CF CHAMBERLAIN III A12095041 JF [Signature]

Chamberlain Aviation ~ Rodeo Airport ~ NM70
 Mile 10 Hwy 80 ~ Box 27 ~ Rodeo, NM 88056
 Phone 575-557-2343 / 877-209-7506

February 24, 2011. Hobbs Time 1480.1. Total Time Airframe 1480.1. Static ports, doors, windows and latches all in good condition. Serviced battery with distilled water. Battery box and area in good condition. Overall external skin in good condition. Stabilizer and attach bolts and trim system in good condition. Lubed tail jack screw. Elevator and rudder hinges, attach bolts and pushrods all in good condition. Replaced one static wick on left side elevator. Lubed all empennage hinge points and rod ends. Re-torqued rudder push-rod bolts throughout system to eliminate free-play. Opened all inspection plates and panels. Inspected all push rods, belcranks and hinge points throughout airplane. Lubed all pivot points. Wing skin surfaces in good

- NEXT PAGE -

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
19__				<p>condition, stall warning operational. Internal wings in good condition. Aileron system and flap system in good condition. Lubed flap jack screw. Fuel valve and placard in good condition. Seat belts, shoulder harnesses, tracks, locks and rollers all in good condition. Inspected under instrument panel for control travel clearances, plumbing and wiring security. Instrument panel and mounts in good condition. Light switches and circuit breakers all OK. Trim wheel and indicator in good condition. Flap switch and indicator in good condition. Elevator down spring intact. Rudder pedals and return springs in good condition. Push rods in belly in good condition. Fuel tanks and placards in good condition. Installed new 880024-003 fuel sight gauges in both wings. Installed new MS28775-338 outer gas cap seal o-rings and inspected fuel cap seals in accordance with AD 85-24-03 and lubed. Must be inspected and lubed each annual. Fuel drains and vents in good condition. Electric boost pump operational. Jacked aircraft and performed multiple gear retraction tests. Gear operates properly and emergency extension system functions properly. Airspeed microswitch operates properly. Checked for proper operation of gear warning system. Found to function properly. Lubed all landing gear zerk fittings, belcranks and rod ends. Lubed landing gear jack screw. Cleaned, inspected and re-packed all wheel bearings. Rubber biscuit shock mounts in good condition. Inspected brake pads, found in good condition. Inflated main tires to 42 psi and nose tire to 49 psi. Drained brake fluid from both brake calipers to cycle fluid through brake system. Serviced brake reservoir with hydraulic fluid. Checked operation of all lights. All lights operational. Pitot heat operational. Installed new BS2173 ELT battery and inspected DM ELT 8.1 circuit board for corrosion. Found circuit board clean. Tested ELT, found operational. New</p>

-NEXT PAGE-

DATE

TOTAL

19

MAKE Mooney
MODEL M20K
S/N 25-1137
REG. NO. N252BH
WORK ORDER
1599-05-2011

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

AGENCY.

DATE: 6/15/2011
A/C TSN: 1490.4
HOBBS: 1490.4

Airframe Entries

(3) O2 bottle expired, new bottle on order.... (5) High voltage warning lit flickers intermittently, old problem... (7) Replaced stall horn. Op's check good.... (8) Replaced alternate air duct with a serviceable duct Pn. 600419-501... (9) Replaced cowl snubber with new snubber.... (10) Installed new cowl heat shield 650135-016.... (11) Replaced rodent boot @ LH gear.... (12) Resealed brake caliper, o-ring pn MS28775-224.... (13) Lubed aircraft, flight control surfaces and heim bearings.... (14) Light corrosion on several skin panels around A/C.... (15) Repositioned power cable chaffing pilot yoke.... (18) Replaced bulbs in pilot aft overhead light, op's check good.... (19) Replaced bulbs in both aft oh lite bulbs, op's check good.... (20) Retorqued screw in cabin door handle... (21) Pilot arm rest loose... (23) Replaced left main tire with 6.00-6/6/120 TT Condor tire.... (24) Replaced pilot vent widow seal... (25) Replaced nose steering heim bearings Pn. MM-3M-21 & MW-3M-8... (26) Removed Plessey gear actuator. Disassembled, cleaned, inspected. Replaced Plessey no back clutch spring. Unit still chatter, removed unit, install 1 shim, ops good... (27) Removed rudder bellcrank, replaced both B47 bearings and bushing, reinstalled rudder bellcrank, rigged rudder as needed.... (28) Replaced trim link bushing Pn. 914017, AN5H-15 bolt.... (29) Replaced both brake disc, pn: 164-02000. Replaced all brake linings, back flushed hydraulic fluid.... (30) Adjusted LH aileron bellcrank to 4.13 in from spar, adjusted aileron from 1/2 "up to 1"dn, set flaps to match aileron up, adjusted flaps to match @ full dn.... (31) Adjusted flap to match aileron up and adjusted to match LH @ full dn.... (32) Adjusted rudder from 2"LT to 1"rt.

Don Maxwell A&P 1784050

DATE: 6/15/2011

SIGNED: 

Work Order: 1599-05-2011

Printed by EBis 3 (datcomedia.com)

DATE

19__

TOTAL
TIME IN
SERVICE

REFERENCE OF MAJOR REPAIRS AND MAJOR ALTERATIONS TO
FAA FORM ACA-337 BY DATE, OR TO THE WORK ORDER BY NUMBER AND THE APPROVING AGENCY.

MAKE: Mooney
MODEL: M20K
S/N: 25-1137
REG. NO: N252BH
WORK ORDER:
1599-05-2011

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone: 903-643-9902

DATE: 6/15/2011
A/C TSNE: 1490.4
HOBBS: 1490.4

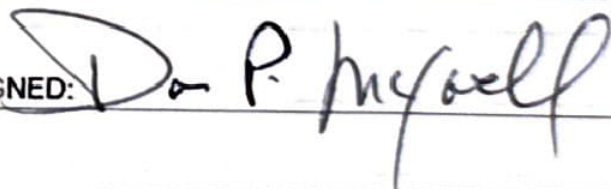
Avionics Entries

(2) 91.411 & .413 Certification completed by Sparrow Inspections. Altimeter replaced with unit that reads in inches of mercury... (4)
Removed breaker panel to access radio master switch relay. Cleaned contacts on relay and adjusted tension on contacts.
Reinstalled relay and breaker panel. Switch ops, good

Don Maxwell A&P 1784050

DATE: 6/15/2011

SIGNED:



Work Order: 1599-05-2011

Printed by EBis 3 (datcomedia.com)

Sparrow Aircraft Inspections LLC

IAW FAR 91.413 The Transponder Make KING
Model KT76A and S/N 52121

I certify the ATC Transponder has been tested and
inspected and found to comply with FAR 43 App F.

For details see W.O. 5572

Inspected by [Signature] Date 6-2-11

Sparrow Aircraft Inspections LLC FAA Certified Repair Station
XXYR919L 3211 CR 384 Tyler, TX 75708 903.597.1110

BARO
READ.

ALT. READS

Room

Low

12000

-30

14000

-40

16000

-50

18000

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20000

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22000

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30000

-180

35000

-185

40000

45000

50000

AGENCY.

Sparrow Aircraft

IAW FAR 91.411

Model 5934PA

Tested to 3

FAR 43 App F See

Inspected by [Signature]

FAA Certified Repair Station #

3211 CR 384

Tested by

[Signature]

Date

6-2-11

54928

Tyler, TX

903.597.1110

DATE

A. D.

TOTAL

MAKE Mooney
MODEL M20K
S/N 25-1137
REG NO N25-3H
WORK ORDER
1620 07 2011

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 1/6/2012
AC TSN 1515 2
POBBS 1515 2

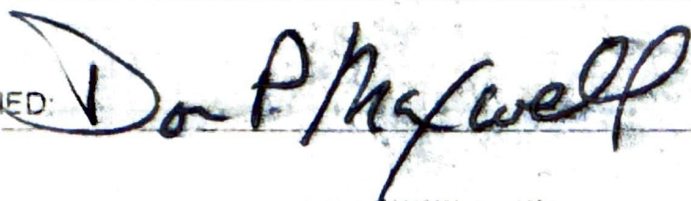
Airframe Entries

(1) Replaced #1 & #3 induction tubes cracked at cylinder flange with 655224-1 & -2 and 655230-1... (2) Repaired fuel leak... (3) repaired fuel leak... (4) Relocated rear seat head phone jacks and installed in new jack housings. Replaced both jacks both sides... (5) Convert M20K 252 to Encore designation IAW Mooney Retro drawing 940141 titled Retrofit TSIO-360-SB... (6) Removed both ailerons, changed counter weights on aileron inboard Pn. 230052-015 and outboard with Mooney Pn. 230052-011 Check balance and reinstall both ailerons... (7) Removed rudder, changed LWR counter weight for encore conversion, reinstalled rudder... (10) Removed prop governor and sent to Byam Propeller for encore conversion to a C290D3/T46. Reinstalled governor... (11) Removed airspeed indicator Pn. 820308-523. Sent unit to Pacific Southwest instruments for over haul and conversion to a 820308-543 for encore conversion. Reinstall A/S indicator... (12) Installed dual puck brake calipers for encore conversion IAW Mooney drawing 940067... (13) Replaced Gill battery with Concord RG24-15... (14) Removed middle and inboard gear doors. Replaced middle gear doors with Mooney Pn. 550089-9507 & 9508. Removed inboard gear door skins and replaced with Mooney skins Pn. 550088-023 & 024. Trim new skins for fit. Gear door ops. good... (15) Removed leaking parking brake valve. Replaced all seals, bench check and reinstalled valve in A/C. Ops check, good

Don Maxwell A&P 1784050

DATE: 1/6/2012

SIGNED:



Work Order: 1620-07-2011

Printed by EBis 3 (datcomedia.com)

MAKE Mooney
MODEL M20K
S/N 25-1137
REG NO N2505H
WORK ORDER
1713-02-2012

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 3/10/2012
A/C TSN 15428
HOBBBS 15428

Airframe Entries

(1) Operational flight check of external lights, panel lights, avionics, Pitot/Stall horn, flight controls & rigging, magneto's, engine controls, instrument readings.... (2) Annual inspection completed this date IAW the scope & detail of FAR43, Appendix D, Mooney Service & Maintenance manual & appropriate factory service instructions. Inspect for fuel tank leak, Grease & lube landing gear, check gear operation & emergency extension. Inspect landing gear & shock disc for condition & damage. Service gascolator with new gaskets & seals. Service tires, brakes & wheel bearings. Service battery & hydraulic system. Grease aircraft and service heim bearings with tri-flow. Service central vacuum & garter filter. Inspect aft trim system.... (5) C/W AD 76-07-12 by operations check IAW par. a,b,c,d.... (6) AD84-26-02 Paper Induction Air Filter complied with at 1435.1 next due 1935.1.... (7) Replaced fuel cap O-rings both caps per AD85-24-03.... (9) FAR 91.411 & 91.413 next due due 6/30/2013.... (10) Check ELT battery date 3/31/2013 and check operation per FAR91.207D.... (11) reinstalled O2 bottle.... (12) Install Gami's.... (13) Cleaned area around drain. No evidence of fuel leak.... (14) Adjusted LH from 2"dn to 1"dn to match RH flap.... (15) Repaired arm rest.... (16) Painted wing walk and step with anti-skid.... (17) Removed alternator, replaced alternator drive coupling, reinstall alternator

I certify this aircraft has been inspected in accordance with an annual inspection and found in an airworthy condition. Don Maxwell A&P 1784050 JA

DATE: 3/10/2012

SIGNED

Don Maxwell

Work Order: 1713-02-2012

Printed by EBis 3 (datcomedia.com)

New O₂ Bottle this date Exp 03/27

DATE

19__

TC
TIM
SER

4/27/2012 N252BH MOONEY M20K S/N 25-1137 HOBBS: 1561.4 WO#5324

REMOVED C2450L4V-24 WET COMPASS. INSTALLED NEW SIRS NV2C-28V S/N 720189-05 COMPASS IN SAME MOUNTING HOLES AS REMOVED COMPASS. PERFORMED COMPASS SWING USING SITE COMPASS BJ180 S/N 110. THE COMPONENT(S) LISTED ARE REPAIRED AND/OR INSPECTED PER MANUFACTURERS SPECIFICATIONS AND INSPECTED USING CURRENT MAINTENANCE RULES OF THE FAA AND ARE APPROVED FOR RETURN TO SERVICE. NOT A MAJOR ALTERATION.

CALIBRATED WITH RADIO ON					
FOR	STEER	FOR	STEER	FOR	STEER
N	0	30	28	60	58
E	89	120	120	150	150
S	178	210	208	240	238
W	270	300	300	330	331
N252BH		Calibrated: 27-Apr-2012			


Brad Miller Authorized Signature for:

Gulf Coast Avionics Corp. Lakeland, FL. 33811
FAA CRS#UB4R564M & INAC OMAC-E #547

DATE 19__	TOTAL TIME IN SERVICE	CURRENT WEIGHT AND BALANCE INFORMATION			
		EMPTY WEIGHT	EMPTY C. G.	USEFUL LOAD	REMARKS

MAKE Mooney
MODEL M20K
S/N 25-1137
REG NO N252BH
WORK ORDER
1777-06-2012

Don Maxwell Aviation Services, Inc.
390 Central Road
Longview, TX 75603
Phone 903-443-9000

DATE 8/28/2012
A/C TSN 15423
HCRBS 15428

Airframe Entries

(1) Travel to Dallas Red Bird to repair wing damage on N252BH for ferry flight to KGGG. (3) Removed second out board left wing panel due to ramp damage. Replaced skin with Mooney Pn. 220000-227

Brandon C. Fails A&P 3362475

DATE: 8/28/2012

SIGNED



Work Order: 1777-06-2012

Printed by EBis 3 (datcomedia.com)

DATE

19__

TOTAL

TIM

SER

EQUIPMENT ADDIT



9332 Vandenberg Airport Rd., Tampa, FL 33610
Phone: (813) 623-5819 Fax: (813) 626-7606

N: 252BH Hobbs Time: _____

Aircraft has been stripped, etched, alodined
and painted. Flight controls were static balance
checked and reinstalled.

A.P. 223273293

Date: 10-10-12

Color: VELVET BLACK
MATTED HORN WHITE
COLUMBUS GRAY
ICE SILVER

Code: 44435
APR102
748345
P1219

Optional Equipment
Optional Equipment
Optional Equipment—Exchanged for Optional
Optional Equipment—Exchanged for Optional

Optional Equipment
Optional Equipment
Optional Equipment—Exchanged for Optional
Optional Equipment—Exchanged for Optional

Optional Equipment
Optional Equipment
Optional Equipment—Exchanged for Optional
Optional Equipment—Exchanged for Optional

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Optional Equipment—Exchanged for Optional

Optional Equipment
Optional Equipment
Optional Equipment—Exchanged for Optional

☐ Removal of Required—Exchanged for Optional

D

15

MAKE Mooney
MODEL M20K
S/N 25-1137
REG NO N252BH
WORK ORDER
1381-02-2013

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 01/02/2013
A/C TSN 1640
HCBBS 1642

Airframe Entries

(2) Removed pilot side interior to gain access to oxygen lines, found leak to be coming from bulkhead fitting just forward of O2 port and behind pilot seat. Replaced split fittings, serviced with O2. Leak check good.

Don Maxwell 1764050 A&P

r Optional

r Optional

r Optional

r Optional

FAR 91.411 The Altimeter make UNITED
Model 5934PA-1 and S/N 5A928
I Certify the static pressure system, altimeter instrument, and
Automatic pressure altitude reporting system has been tested
And inspected and found to comply with FAR 43 APP.E.
Test to 35 K ft. For details see W.O. 6191

Inspected by Rich Gumsley Date 5-7-2013
Sparrow Inspections LLC FAA CRS XXYR919L
477 Norwood Rd. Mansfield, La. 71052 (318)286-1152

Sparrow Inspections LLC

FAR91.413 The Transponder make KING
Model KT76A and S/N 52121

I Certify the ATC Transponder has been tested and inspected
And found to comply with FAR 43 APP.F.

For details see W.O. 6191

Inspected by Rich Gumsley Date 5-7-2013
Sparrow Inspections LLC. FAA CRS XXYR919L
477 Norwood Rd. Mansfield, La. 71052 (318)286-1152

MEMORANDA

MAKE Mooney
MODEL M20K
S/N 25-1137
REG NO N252BH
WORK ORDER
1897-03-2013

Don Maxwell Aviation Services, Inc.

390 Central Road
Longview, Tx 75603
Phone 903-643-9902

DATE 6/1/2013
A/C TSN 1363 S
HOBBS 1663 S

Airframe Entries

(1) Operational flight check of external lights, panel lights, avionics, Pitot/Stall horn, flight controls & rigging, magneto's, engine controls, instrument readings... (2) Annual inspection completed this date IAW the scope & detail of FAR43, Appendix D, Mooney Service & Maintenance manual & appropriate factory service instructions. Inspect for fuel tank leak, Grease & lube landing gear, check gear operation & emergency extension, inspect landing gear & shock disc for condition & damage, Service gascolator with new gaskets & seals, Service tires, brakes & wheel bearings, Service battery & hydraulic system, Grease aircraft and service heim bearings with tri-flow, Service central vacuum & garter filter, Inspect aft trim system... (5) C/W AD 76-07-12 by operations check IAW par. a,b,c,d... (6) AD84-26-02 Paper Induction Air Filter, next due 1935.1... (7) AD 85-24-03 C/W by Replacement of both inner & outer O-rings on both fuel caps... (10) AD2012-05-09 Empennage Trim Fitting & Mounting Hardware Inspection complied with IAW Mooney SB M20-314A, No discrepancy found... (12) FAR 91.411 & 91.413 completed by Sparrow Inspections, Next due 05/15... (13) Check ELT battery date JUNE 2015 and check operation per FAR91.207D... (14) Installed customer supplied Condor 5-5 00 6ply tire... (15) Both master cylinders were leaking at the fittings, Pulled both master cylinders and used teflon tape and Softset compound to stop leaks, Reinstalled master cylinders and back-bled brakes... (16) Re lamped co-pilot overhead lights, ops check good... (17) Removed, inspected, reinstalled oil screen with new crush washer, no metal found... (18) Installed new adel clamps MS21919WDG27 #1,2,4,5 & 6 injector lines @ induction tubes... (19) Replaced rubber engine baffling... (20) Repaired L/H heater shroud... (21) Replaced landing light lens cover, pn LP 794... (22) Replaced fwd Oxygen port pilot side back seat, serviced to 1400psi.

I certify this aircraft has been inspected in accordance with an annual inspection and found in an airworthy condition. Don Maxwell A&P 1784050 IA

DATE: 6/1/2013

SIGNED: 

Work Order: 1897-03-2013

Printed by EBis 3 (dalcomedia.com)

Plane Safe Aircraft Maintenance, Inc

503 West Bluemound Road, Waukesha, WI 53188

262-547-1800

N252BH

Mooney M20K

AIRFRAME ENTRY

s/n 25-1137

September 30, 2013

Hobbs: 1744.8

1. Rosen Sunvisor system kit IAW STC SA00071SE. Kit installed as per the RosenSunvisor Systems installation instructions for Mooney Aircraft, drawing No. RMY-100-400-1. Weight and balance changes are negligible.
2. Installed new de-ice brush blocks, p/n RA2111U. Operational check are good.
3. Installed two new ESD-3 static dischargers on tail surface, one rudder, one horizontal.
4. Installed new instrument air filter, p/n AA2J4-6.
5. Inspected left brake assembly and bled system with MIL-H-5606 hydraulic fluid. Op check is good.

I certify that this aircraft has been repaired IAW current FAR's, and is found to be in an airworthy condition. This aircraft is returned to service. Details on file under WO# 13172.

Signed


Samuel K. Cryer

A&P95526492

Plane Safe Aircraft Maintenance, Inc

503 West Bluemound Road, Waukesha, WI 53188

262-547-1800

N252BH

ENGINE ENTRY

September 30, 2013

TCM TSIO-360-MB

s/n 317141

Hobbs: 1744.8

1. Changed oil and filter, cut old filter, no contaminants found. Installed new CH48108-1 filter. Added 7 qts Phillips 20W-50XC oil. Leak checks are good.

I certify that this engine has been repaired IAW current FAR's, and is found to be in an airworthy condition. This aircraft is returned to service. Details on file under WO# 13172.

Signed _____ A&P95526492

Samuel K. Cryer

Plane Safe Aircraft Maintenance, Inc

503 West Bluemound Road, Waukesha, WI 53188

262-547-1800

N252BH

Mooney M20K

AIRFRAME ENTRY

s/n 25-1137

October 31, 2013

Hobbs: 1774.4

1. Installed STC SA4178WE Bob Fields Aerocessories Inflatable door seal. Inflatable door seal installed installation instructions, BFA-310. Operational checks are satisfactory. FAA form 337 completed.
2. Installed Reiff engine pre-heater, cylinder base heater and oil sump heater. Standard system installed. Operational check is satisfactory. Weight and balance changes made.
3. Serviced oxygen to 1800 psi.

I certify that this aircraft has been repaired IAW current FAR's, and is found to be in an airworthy condition. This aircraft is returned to service. Details on file under WO# 13194.

Signed


Samuel K. Cryer

A&P95526492

Plane Safe Aircraft Maintenance, Inc

503 West Bluemound Road, Waukesha, WI 53188

262-547-1800

N252BH

Mooney M20K

ENGINE ENTRY

s/n 25-1137

October 31, 2013

Hobbs: 1774.4

1. Installed Reiff engine pre-heater, cylinder base heater and oil sump heater. Standard system installed. Operational check is satisfactory. Weight and balance changes made.

I certify that this engine has been repaired IAW current FAR's, and is found to be in an airworthy condition. This aircraft is returned to service. Details on file under WO# 13194.

Signed


Samuel K. Gryer

A&P95526492

FAA-PMA

This tag certifies that Sky-Tec starter Model C24ST3 SN 4C3-400803 was produced by Sky-Tec under the authority of FAA PMA No. PQ0852SW Supplement No. 1 per CFR14 Part 21 in accordance with Sky-Tec's FAA-Approved Fabrication Inspection System (CFR14 Part 21 §21.143) and conforms to the relevant FAA-approved drawings. This part has been determined to be airworthy. For installation eligibility see www.skytecair.com/eligibility.htm.

Starter Installed on N 252 B14
(Aircraft)

2-12-2009

(Date of Installation)

by [Signature]
(Mechanic)

2095041

~~2154529~~

(A&P No.)

1. Approving National Aviation Authority/Country: <i>FAA-USA</i>		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: <i>5816</i>	
4. Organization Name and Address: <i>SONORA AVIONICS INC DBA SOUTHWEST AVIONICS HC2 BOX 283 TUCSON AZ 85735</i>						5. Work Order/Contract/Invoice Number: <i>5816</i>	
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
<i>1</i>	<i>Noo/Com</i>	<i>KX165</i>		<i>1</i>	<i>14634</i>	<i>Repair</i>	

13. Remarks:

Replaced New Display

14. Certifies the items identified above were manufactured in conformity to:

- ☐ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:

16. Approval/Authorization No.:

20. Authorized Signature:

21. Approval/Certificate No.:

NYRR723K

17. Name (Typed or Printed):

18. Date (m/d/y):

22. Name (Typed or Printed):

23. Date (m/d/y):

John M. Leon

12/16/05

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where 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 certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.